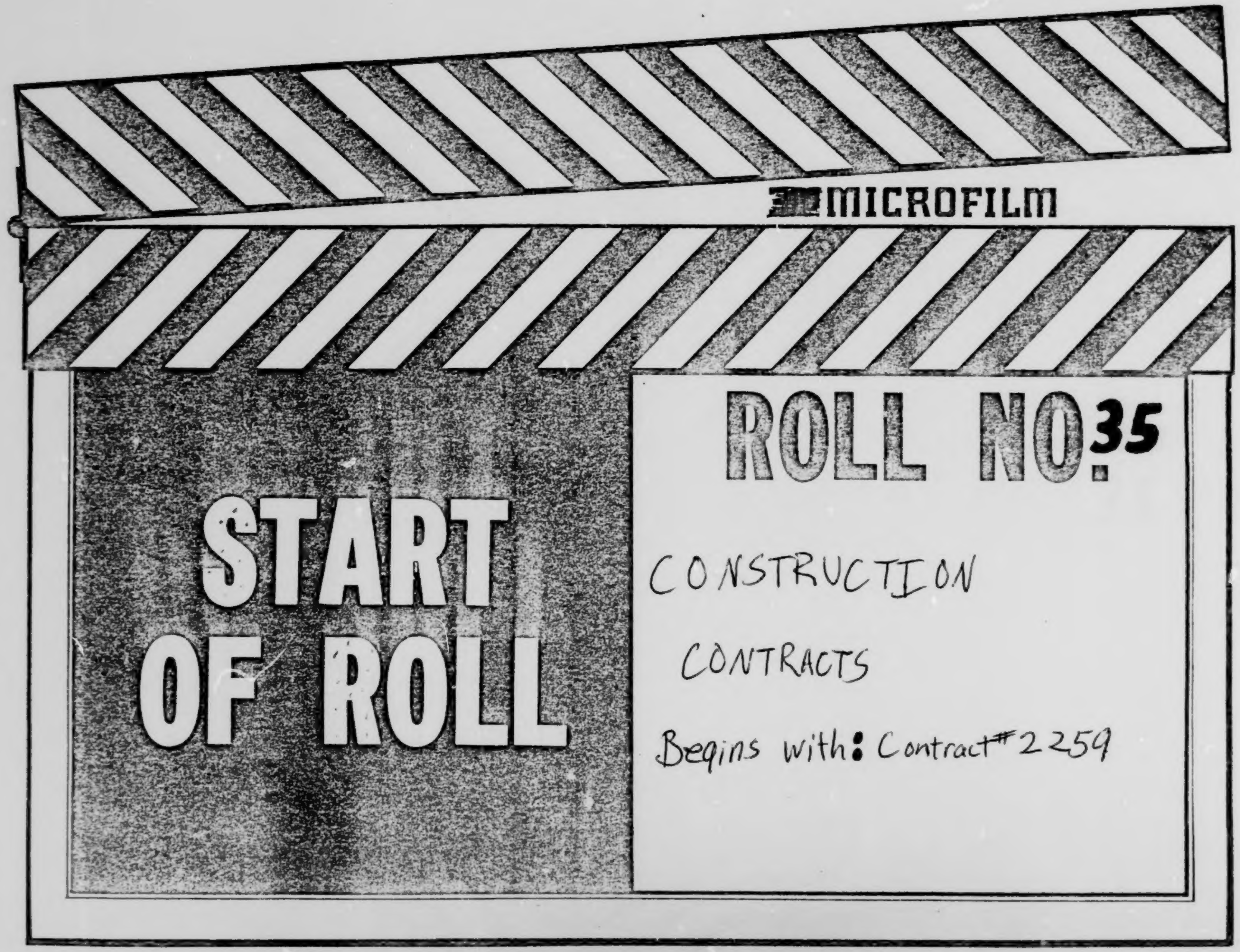

START OF ROLL

ROLL NO. 35

CONSTRUCTION

CONTRACTS

Begins with: Contract # 2259

CONTRACT# [redacted] 2259

FA 180-H-1 Necarney Cr.-Neahkahnie 1939
Mtn. Sec., Oregon Coast Hwy.
#2259 Grad., Walls, Brs. & Topping

ECEIVED
MAR 21 1942
FOR FILING

180-H-1

March 19, 1942

General Casualty Company of America
Mansfield and Company
Lewis Building
Portland, Oregon

Gentlemen:

We have received through the office of the Secretary of State copies of a notice of claim, in the amount of $143.57, filed by Jed Wilson against the bond taken from K. L. Goulter for work on the Necarney Creek-Neahkahnie Mountain Section of the Oregon Coast Highway, in Tillamook County, being state highway contract No. 2259.

Inasmuch as you are surety for the contractor on this job, we hand you herewith, for your information and such action as is necessary, a copy of this notice of claim.

Very truly yours,
STATE HIGHWAY COMMISSION

By

Secretary

MM

cc - K. L. Goulter
2201 E. Newton St.
Seattle, Washington

NOTED
D. DeSart

March 19, 1942

Honorable Earl Snell
Secretary of State
Capitol

Dear Sir:

This acknowledges receipt of your letter of March 18, enclosing three copies of a Notice of Claim, in the amount of $143.57, filed by Jed Wilson against the bond taken from K. L. Goulter, in connection with his contract with the State Highway Commission No. 2259, for work on the Necarney Creek-Neahkahnie Mountain Section of the Oregon Coast Highway, in Tillamook County.

We have noted this claim in our records of this job and will today forward to the contractor and his surety copies of the notice thereof.

Very truly yours,
STATE HIGHWAY COMMISSION

By

Secretary

[illegible]

TED
D. DeSart

EARL SNELL
SECRETARY OF STATE
SALEM, OREGON

March 18, 1942

Oregon State Highway Commission
Salem, Oregon

Gentlemen: Attention Mr. H.B.Glaisyer

There are enclosed for your information and files, three copies of a notice of claim by Jed Wilson for $143.57 against the bond taken from General Casualty Company of America for work on the Necarney Creek-Neahkahnie Mountain Section of the Oregon Coast Highway which was received and filed today.

Please acknowledge receipt of the copies in order to complete our files.

Very truly yours,

Earl Snell
Secretary of State

S:FM
encs. 3

RECEIVED
MAR 19 1942
STATE HIGHWAY COMMISSION

WILSON ROCK CRUSHER
Seaside, Oregon
March 17, 1942

Secretary of State
Salem, Oregon.

Dear Sir:

Notice hereby is given that the undersigned, Jed Wilson, has a claim for rock and sand for concrete in the sum of $143.57, (One hundred forty three dollars and fifty seven cents) against the bond taken from General Casualty Company of America for the work of the construction of the Necarney Creek-Neahkahnie Mountain Section of the Oregon Coast Highway, in Tillamook County.

by JED WILSON

Endorsed: File No. 3046
Filed March 18, 1942
EARL SNELL, Secretary of State

RECEIVED
MAR 10 1942
FOR FILING

180-H-1

March 9, 1942

General Casualty Company of America
Mansfield & Company
Lewis Building
Portland, Oregon

Gentlemen:

This is to inform you that a claim, in the amount of $143.57, has been filed in this office by Jed Wilson, Seaside, Oregon, for rock furnished Mr. Odom, subcontractor on K. L. Goulter's contract, No. 2259, for construction of the Necarney Creek-Neakhahnie Mountain Section of the Oregon Coast Highway, in Tillamook County.

This information is given you inasmuch as you appear surety on the bond furnished by Mr. Goulter in connection with this job.

Very truly yours,
STATE HIGHWAY COMMISSION

By

Secretary

AM

cc - K. L. Goulter
2201 East Newton St.
Seattle, Washington

NOTED
D. DeSart

March 9, 1942

Mr. Jed Wilson
Seaside, Oregon

Dear Sir:

This acknowledges receipt of your letter of March 7, 1942, advising that you have a claim against Mr. Odom, subcontractor under K. L. Goulter in connection with state highway contract No. 2259, for construction of the Necarney Creek-Neahkahnie Mountain Section of the Oregon Coast Highway, in Tillamook County.

In accordance with our usual practice, we are today notifying the bonding company that your claim has been filed. We would suggest that you do likewise. The bond furnished by Mr. Goulter was written by the General Casualty Company of America for whom Mansfield and Company are agents with offices in the Lewis Building, Portland, Oregon.

We would also suggest that you file your claim through the office of the Secretary of State in accordance with the provisions of Chapter 517, Oregon Laws 1931, a mimeographed copy of which is inclosed.

If you do not secure satisfaction of your claim from the bonding company, then you have the right to bring suit against Mr. Goulter, original contractor on this job, through the courts.

This contract was completed on March 15 and was accepted by the State Highway Commission on April 3, 1941.

Very truly yours,
STATE HIGHWAY COMMISSION

By

Secretary

HBG:AM

P. S. Mr. Goulter's address is 2201 East Newton Street, Seattle, Wash.

NOTED
D. DeSart

elephone 7R3

Cement, Sand, Gravel, Road Rock

WILSON ROCK CRUSHER
SEASIDE, OREGON

March 7, 1942

Mr. H. G. Smith
Salem, Oregon.

Dear Sir:

Could you tell me if the finales on the Neahkanhie Project have been approved yet and given to Goulter Construction Co.

Mr.Odom had a sub-contract with the original contractors and purchased his rock from us. I had my attorney write to Mr. Odom but our bill has never been paid in full and I would like to know if there is anything I can do about it. There is still a balance of $143.57 which we have not been able to get.

Sincerely yours,

Jed Wilson

RECEIVED
MAR 9 - 1942
CO [illegible] NEER

RECEIVED
FEB 9 1942
FOR FILING

180-H-1

February 6, 1942

Mansfield & Company
Lewis Building
Portland, Oregon

Attention: Chas. A. Mansfield

Gentlemen:

In accordance with your letter of February 4, 1942, this will confirm the information given to you in our letter of December 20 advising that there are no outstanding claims against contract No. 2259 with K. L. Goulter, for grading and construction of structures on the Necarney Creek-Neahkahnie Mountain Section of the Oregon Coast Highway, in Tillamook County. There were several claims filed against this job of which you were notified but we have received notice that they were all paid in full. Such information was also forwarded to your office.

This will also confirm the date of acceptance of this contract by the State Highway Commission as of April 3, 1941.

Very truly yours,

DD:AM

Secretary

NOTED
D. DeSart

ASSOCIATE
MEMBER

MANSFIELD & CO.

SURETY BONDS — GENERAL INSURANCE
LEWIS BUILDING
PORTLAND, OREGON
ATwater 0191

CHAS. A. MANSFIELD
RES. PHONE
BEACON 2309
L. W. NEFF
RES. PHONE
GARFIELD 8278

February 4, 1942

H. B. Glaisyer, Secretary
Oregon State Highway Commission
Salem, Oregon

Dear Herb:

I dislike to bother you but would appreciate your checking the records on contract #2259 for the Necarney Creek-Neahkahnie Mountain Section of the Oregon Coast Highway, in Tillamook County, on which K. L. Goulter was contractor.

In your letter of December 20th, you advised there were no claims filed against the job. Would you recheck this and also confirm that the contract was accepted by the Oregon State Highway Commission on April 3, 1941.

Very truly yours,

Chas. A. Mansfield

MANSFIELD & CO.

CAM:bb

RECEIVED
JAN 21 1942
FOR FILING

180-A-1

R

January 20, 1942

Mr. K. L. Coulter
212 West Hudson St.
Seattle, Washington

Dear Sir:

Pursuant to our telephone conversation of this date I have investigated the status of your final payment for work done on contract No. 2259, for grading and bridge construction on the Necarney Creek-Neahkahnie Mountain Section of the Oregon Coast Highway, in Tillamook County, and find that your final warrant, in the amount of $5,907.98, was mailed to K. L. Coulter, c/o Mrs. Ida Coulter, 2201 E. Newton Street, Seattle, Washington.

If you have not received this warrant by the time you receive this letter please let us know and we will start a tracer through the Post Office.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

By

Secretary

DDH:RS

cc - K. L. Coulter
2201 E. Newton Street
Seattle, Washington

P. S. This warrant was mailed on January 15, 1942.

NOTED
D. DeSart

1a-H-1

R.H. Baldock R

ember 24th, 1941

FINAL COST ANALYSIS

Necarney Creek-Neahkahnie Mt.
Contract No. 2259

Oregon Coast Highway
Prefix 29-1029

K. L. Goulter, Contractor
H. Scott, Resident Engineer

RECEIVED
DEC 31 1941
FOR FILING

Item	Cost	Quantity	Unit	Unit Cost	Bid Price	Gross Revenue
Clearing & Grubbing	$729.51	All				$2,000.00
Structural Excavation	2,399.81	2,285.3	Cu. Yd.	$1.05	$1.50	3,427.95
Trench "	272.24	266.9	" "	1.02	1.00	266.90
Bench "	527.83	5,864.8	" "	0.09	0.30	1,759.44
Excav. Above Cut Slopes	5,695.06	9,290	" "	0.61	0.50	4,645.00
" Sta. 220-232+50	2,103.88	10,725.3	" "	0.20	0.25	2,681.33
" " 232+50-256+50	74,142.91	130,206.1	" "	0.57	0.60	78,124.08
" " 256+50-267	546.80	3,805.8	" "	0.14	0.25	951.45
Load & Spread Topsoil	255.60	1,000.5	" "	0.26	0.50	500.25
Overhaul	1,020.58	102,058.4	Yd. Sta.	0.01	0.01	1,020.58
Truck Haul	9,526.82	69,529.6	Yd. Mi.	0.14	0.10	6,952.96
Finishing Roadbed & Slopes	490.00	0.98	Mile	500.00	500.00	490.00
8" Concrete Pipe	46.92	102	Lin. Ft.	0.46	0.50	51.00
18" " "	840.00	423	" "	1.98	2.00	846.00
30" " "	95.24	24	" "	3.96	5.00	120.00
*Concrete Curb	3,496.54	129.31	Cu. Yd.	27.03	27.30	3,530.16
*Class "A" Concrete	25,394.23	939.31	" "	27.03	27.30	25,643.16
Mortar Rubble Masonry in Parapet	16,608.61	657.90	" "	25.21	19.00	12,500.10
Mortar Rubble Masonry in Facing	2,661.92	62.30	" "	42.70	40.00	2,492.00
Mortar Rubble Masonry in Walls	32,394.08	2,025.18	" "	16.10	14.00	28,352.52
Dry Rubble Masonry	272.00	77.47	" "	3.59	5.00	387.35
*Metal Reinforcement	9,705.67	186,655.4	Lb.	0.052	0.055	10,266.05

Necarney Creek-Neahkahnie Mt. Final Cost Analysis.

Item	Cost	Quantity	Unit	Unit Cost	Bid Price	Gross Revenue
*Copper & Bronze	$568.86	1,104.7	Lb.	$0.51	$0.53	$585.49
PA #1, Excavation	778.80	3,542	Cu. Yd.	0.22	0.25	885.50
PA #1, Truck Haul	239.04	1,994	Yd. Mi.	0.12	0.10	199.40
PA #2, Cement Adjustment		64.00	Bbl.		2.664	- 170.50
PA #3, 3/4" x 3½" Round Dowels Inst. in Rock Face	13.80	6	Each		2.30	13.80
Force Account	501.62					547.10
						$189,069.07
Cookhouse & Camp	9,218.15					5,999.60
	$200,538.72					$194,825.47

* Sub-contracted to Odom Construction Co.

Total Cost	$200,538.72
Gross Revenue	194,825.47
Net Loss	$5,713.25

Net Loss Equals 2.93% of the Gross Revenue

Necarney Creek-Neahkahnie Mt.

Detail of Cost

Labor:

Supervision		$7,950.54	
Labor		70,844.11	
State Industrial Accident Insurance.		4,060.51	
Social Security & Unemployment Insurance		3,111.79	$85,966.95

Materials:

Portland Cement	1,150 bbls. at $2.664	$3,063.60	
Masonry Sand	813 cu. yd. at $2.82 Del.	2,292.66	
8" Concrete Pipe	102 lin. ft. " 0.343	34.99	
18" " "	420 " " " 1.617	679.14	
30" " "	24 " " " 3.185	76.44	
Ringstones		304.00	
Expansion Joints	1,296 lin. ft. " 0.117	151.63	6,602.46

Equipment Rental & Misc. Supplies:

Equipment Rental	$28,189.70	
Hired Trucks	1,795.46	
Gas, Oil & Grease	9,414.97	
Explosives	6,933.06	
Drill Steel	3,210.10	
Lumber	1,054.51	
Cookhouse Supplies	4,048.08	
Small Tools & Misc. Supplies	4,722.29	
Bond	1,888.25	
Move In, Freight & Cartage	1,528.30	
Public Liability Insurance	707.75	
Field Office	1,142.82	
Home Office & General Overhead	5,664.78	70,300.07

Sub-Contractors - Odom Construction Co.:

Concrete Curbs	129.31 cu. yd. at $26.00	$3,362.06	
Class "A" Concrete	939.31 " " " 26.00	24,422.06	
Metal Reinforcement	186,655.4 lbs. " 0.05	9,332.77	
Copper & Bronze	1,104.7 " " 0.50	552.35	37,669.24
			$200,538.72

Necarney Creek-Neahkahnie Mt.

REMARKS:

This contract required grading, construction of rock masonry walls, construction of half viaducts and a bridge on an 0.89-mile section of the Oregon Coast Highway. The contract was bid on December 8th, 1939; work was started on January 5th, 1940 and it was completed on March 15th, 1941.

The clearing consisted of light brush and was done mostly with hand labor although cat and dozer was used for a short period. The grading was divided into three sections, two of which were mostly common, and the third, between Stations 232+50 and 256+50, was all solid rock. The common material was moved easily with a cat and dozer and shovel and trucks. The bench excavation was moved with a cat and dozer.

Work on the section containing the solid excavation consisted of widening and lowering an existing county road. It was necessary to first scale the loose rock from the old slopes at heights varying from 50 to 150 feet above the roadbed. As soon as the scaling was finished the drilling and shooting was done, and the slope was again scaled before the men and equipment were permitted to start excavating. A 1½-yard shovel was used for loading, and 3 8-yard Linn trucks did the hauling. The drilling and shooting cost $0.28 per cu. yd.

The material for the masonry walls was selected from the solid excavation and hauled to the walls where the rock was cut to size with compressed air drills and then trimmed with hand hammers. A 3/8 cu. yd. shovel with dragline boom placed the rock in the walls. The masonry crew was experienced and well organized, but the bid prices were too low for the type of work required, and the contractor lost heavily on the masonry items.

The concrete curb, viaducts and bridge were sub-contracted to the Odom Construction Co.

Supervision and equipment were good, but the low bid prices on very difficult work caused the contractor to take a loss on the job.

E. H. Clymer
Cost Analyst

By . . V. R. Jones

RECEIVED
DEC 23 1941
FOR FILING

180-H-1

December 20, 1941

General Casualty Company of America
Mansfield & Company
Lewis Building
Portland, Oregon

Gentlemen:

You are hereby notified that state highway contract No. 2259 for work on the Necarney Creek-Neahkahnie Mountain Section of the Oregon Coast Highway, in Tillamook County, has been completed by the contractor, K. L. Goulter, and that final settlement will be made on or after December 30, 1941.

The state is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the state assumes no responsibility for any such claims should there be any.

This notice is served upon you since you appear as surety on the bond furnished by the above-mentioned contractor. Kindly acknowledge receipt of this letter.

For your information we wish to advise that the total amount paid the contractor in connection with this contract will be $189,069.07, including final payment, of which $547.10 is for force account work. This contract was completed on March 15, 1941, and was accepted by the State Highway Commission on April 3, 1941.

Very truly yours,
STATE HIGHWAY COMMISSION

By

Secretary

O.M

NOTED
D DeSart

MMISSIONERS
HENRY F. CABELL, CHAIRMAN
PORTLAND
HURON W. CLOUGH, MEMBER
CANYONVILLE
HERMAN OLIVER, MEMBER
JOHN DAY

OREGON
STATE HIGHWAY COMMISSION

R. H. BALDOCK, CHIEF ENGINEER
C. B. McCULLOUGH, ASS'T CHIEF ENGINEER
J. M. DEVERS, CHIEF COUNSEL
H. B. GLAISYER, SECRETARY

SALEM

December 19, 1941

IN REPLY PLEASE
REFER TO FILE NO.

K. L. Coulter
212 W. Hudson Street
Seattle, Washington

Dear Sirs

Attached please find, for your signature before a notary public, a final estimate voucher in the amount of $5,907.98 covering Estimate 18Final Contract 2259.

The office engineer has requested that the voucher be mailed to you at the above address. A notifying carbon of this letter is being sent to Mrs. Ida Coulter as indicated below.

Very truly yours,

R. H. BALDOCK
Chief Engineer

By Carl F Smith
Accounting Division

CFS:vs
cc Mrs. Ida Coulter,
2201 E. Newton Street,
Seattle, Washington
cc S. H. Probert
H. B. Glaisyer ✓

R

Charge to the account of _______________ $

CLASS OF SERVICE DESIRED			
DOMESTIC		CABLE	
TELEGRAM	X	ORDINARY	
DAY LETTER		URGENT RATE	
SERIAL		DEFERRED	
OVERNIGHT TELEGRAM		NIGHT LETTER	
SPECIAL SERVICE		SHIP RADIOGRAM	

Patrons should check class of service desired; otherwise the message will be transmitted as a telegram or ordinary cablegram.

WESTERN UNION

1217-B

CHECK
ACCOUNTING INFORMATION
TIME FILED

R. B. WHITE
PRESIDENT

NEWCOMB CARLTON
CHAIRMAN OF THE BOARD

J. C. WILLEVER
FIRST VICE-PRESIDENT

Send the following telegram, subject to the terms on back hereof, which are hereby agreed to

SALEM, OREGON
DECEMBER 19, 1941

MR. K. L. COULTER
212 W. HUDSON STREET
SEATTLE, WASHINGTON

FINAL VOUCHER NEAHKAHNIE MOUNTAIN CONTRACT MAILED YOU TODAY

R. H. BALDOCK

R

RECEIVED
NOV 2 1 1941
FOR FILING

180-H-1

November 19, 1941

General Casualty Company of America
Mansfield and Company
310 Lewis Building
Portland, Oregon

Gentlemen:

We have been informed through the office of the Secretary of State that the claim of the W. J. McCready Lumber Co., in the amount of $338.92, against K. L. Goulter and yourselves for material furnished under contract No. 2259 for grading the Necarney Creek-Neahkahnie Mountain Section of the Oregon Coast Highway, has been paid in full.

Very truly yours,
STATE HIGHWAY COMMISSION

By

Secretary

DD/mm

cc - K. L. Goulter
2201 East Newton St.
Seattle, Washington

NOTED
D. DeSart

November 19, 1941

Honorable Earl Snell
Secretary of State
Capitol

Dear Sir:

Thank you for your letter of November 15 transmitting a letter from W. J. McCready Lumber Co. advising that its claim, in the amount of $338.92, against K. L. Goulter and the General Casualty Company of America for material furnished under contract No. 2259 for work on the Necarney Creek-Neahkahnie Mountain Section of the Oregon Coast Highway, has been paid in full.

We are calling this to the attention of the surety.

Very truly yours,
STATE HIGHWAY COMMISSION

By

Secretary

DD/mm

EARL SNELL
SECRETARY OF STATE
SALEM, OREGON

November 15, 1941

Oregon State Highway Commission
Salem, Oregon

Gentlemen: Attention Mr. H. B. Glaisyer

There is enclosed for your information a copy of a letter from W. J. McCready Lumber Co. advising that their claim for $338.92 has been satisfied.

Very truly yours,

Earl Snell
Secretary of State

S:FM
enc. 1

[illegible]
acknowledge with thanks
and [illegible] [illegible] & contents
[illegible]

COPY

W. J. MC CREADY LUMBER CO.
Retail lumber and building materials

Address reply to
Forest Grove, Oregon
November 14, 1941

Mr. Earl Snell,
Secretary of State,
Salem, Oregon.

Dear Sir:

With reference to our claim in the amount of $338.92, etc. filed with you on July 8th, 1941 in connection with the bond taken from K. L. Goulter as principal, and General Casualty Co. of America as surety, under contract No. 2259 for the work on Necarney Creek, Neahkanie Mountain of grading, etc. this will advise you that this item has been paid in full.

Very truly yours,
W. J. McCready Lumber Co.
J. R. McCready

JRM:D

RECEIVED
NOV 15 1941
FOR FILING

R

180-H-1

November 13, 1941

General Casualty Company of America
Mansfield and Company
310 Lewis Building
Portland, Oregon

Gentlemen:

We have been advised that Poole and McGonigle, Inc., acknowledge receipt of payment in full for their claim against K. L. Goulter, Odom Construction Company and General Casualty Company of America.

We are enclosing copy of their satisfaction of claim notice.

Very truly yours,
STATE HIGHWAY COMMISSION

By

Secretary

DD/mm

cc - K. L. Goulter
2201 E. Newton St.
Seattle, Washington

Odom Construction Company
Oregon City, Oregon

NOTED
D. C. DeSart

November 13, 1941

Mr. E. L. McDougal
American Bank Building
Portland, Oregon

Dear Sir:

We thank you for your letter of November 12, advising that Poole and McGonigle, Inc., have received payment in full for their claim against K. L. Goulter and Odom Construction Company for material furnished on state contract No. 2259 for grading and bridge construction on the Necarney Creek-Neahkahnie Mountain Section of the Oregon Coast Highway.

Very truly yours,
STATE HIGHWAY COMMISSION

By

Secretary

DD/mm

LAW OFFICES OF
E. L. McDOUGAL
1401-1437 AMERICAN BANK BUILDING
PORTLAND, OREGON

E. L. McDOUGAL
H. LAWRENCE LISTER
W. A. PALMER
F. C. McDOUGAL

November 12, 1941

RECEIVED
[illegible] 13 [illegible]

State Highway Commission
State of Oregon
Salem, Oregon

Gentlemen:

Re: Poole & McGonigle, Inc.
vs. K. L. Coulter and
Odom Construction Co. Contract 2259
Necarney Creek-Neahkahnie
Mountain Sec. Oregon Coast Highway

Please be advised that our client, Poole & McGonigle, Inc., have been paid in full for the steel furnished to the above named contractors and we have no claim against any monies being held by you.

Very truly yours,

E. L. McDougal
E. L. MC DOUGAL

5:A

REFERRED TO
Ve Bart
BY SECRETARY

acknowledge with thanks and
send copy of this & surety
and contractor
HBS

R

RECEIVED
OCT 24 1941
FOR FILING
180-H-1

October 23, 1941

Pacific Portland Cement Company
417 Montgomery Street
San Francisco, California

Gentlemen: Attention H. D. O'Banion, Credit Manager

Reply is made to your letter of October 10, inquiring as to when we expect to make final payment to K. L. Coulter in connection with his state highway contract No. 2259.

This job was accepted by the State Highway Commission on April 15, 1941, rather than April 13, 1941, as stated in your letter. However, final payment has not as yet been made. This is quite a complicated job and it has been necessary to send the field notes back to the Resident Engineer who had charge of the job, for checking purposes. We anticipate their return shortly and hope to be able to prepare the final voucher immediately thereafter.

It is not likely that we will be able to make final payment to the contractor in less than a month.

Very truly yours,

Secretary

HBC:RS

HONE
ARFIELD 4100

CABLE ADDRESS "GOLDEN"
WESTERN UNION CODE

PACIFIC PORTLAND CEMENT COMPANY
MANUFACTURERS OF
GOLDEN GATE AND OLD MISSION BRANDS
PORTLAND AND PLASTIC WATERPROOF PORTLAND CEMENT
Empire-Standard-Reno Hardwall Plaster and Gypsum Products

TRADE-MARKS

417 MONTGOMERY STREET
SAN FRANCISCO, CALIFORNIA

October 10, 1941

Oregon State Highway Commission
Salem, Oregon

Gentlemen:

We have your letter of October 8th in which you advise that final payment has not yet been made to K. L. Goulter on State Highway Contract No. 2259.

According to advice that we have this contract was completed and accepted April 13, 1941, and we would be very much interested in knowing just why the final payment has not been made to the general contractor.

15

Payment of one of our accounts depends upon this, and if possible would like to receive further information so that we will know just how to proceed with the contractor.

Yours very truly,

PACIFIC PORTLAND CEMENT COMPANY

H D O'Banion

H. D. O'Banion
Credit Manager

ANSWERED
H. B. GLAISYER

REFERRED TO
[illegible]
BY SECRETARY

HDO:vb

what a [illegible] ?

RECEIVED
OCT - 9 1941
FOR FILING

180-H-1

R

October 8, 1941

Pacific Portland Cement Company
417 Montgomery Street
San Francisco, California

Gentlemen: Attention H. D. O'Banion

This will acknowledge receipt of your letter of October 6, and advise that final payment has not yet been made to K. L. Coulter on state highway contract No. 2259, for grading and structures on the Necarney Creek-Neahkahnie Mountain Section of the Oregon Coast Highway, in Tillamook County.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

By

Secretary

RS

NOTED
D. DeSart

CABLE ADDRESS "GOLDEN"
WESTERN UNION CODE

PACIFIC
PORTLAND CEMENT COMPANY
MANUFACTURERS OF
GOLDEN GATE AND OLD MISSION BRANDS
PORTLAND AND PLASTIC WATERPROOF PORTLAND CEMENT
Empire-Standard-Reno Hardwall Plaster and Gypsum Products

TRADE-MARKS

417 MONTGOMERY STREET
SAN FRANCISCO, CALIFORNIA

October 6, 1941

Oregon State Highway Commission
Salem, Oregon

Gentlemen:

Will you please advise if the final payment has now been made to K. L. Coulter on State Highway Contract No. 2259.

Yours very truly,
PACIFIC PORTLAND CEMENT COMPANY

H. D. O'Banion
H. D. O'Banion
Credit Manager

HDO:vb

RECEIVED
SEP 18 1941
FOR FILING

180-H-1

R

September 17, 1941

Mr. Irving C. Allen
City Hall
Seaside, Oregon

Dear Sir:

This will acknowledge receipt of your letter of September 16 and advise that K. L. Coulter has not yet received final payment on his contract No. 2259, for grading and bridge construction on the Necarney Creek-Neahkahnie Mountain Section of the Oregon Coast Highway, in Tillamook County. In fact, estimate No. 16 and semi-final payment totaling $11,054.43 is now in process of payment and will be mailed to Mr. Goulter in about ten days. Final payment cannot be made for approximately six weeks.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

By

Secretary

DGD:RS

NOTED
D [illegible] DeSart

TELEPHONE 380
RESIDENCE 208

Irving C. Allen
ATTORNEY AT LAW
CITY HALL
Seaside, Oregon

RECEIVED
SEP 17 1941
CITY ATTORNEY

September 16, 1941.

Oregon State Highway Commission
Salem, Oregon

Gentlemen:

On July 7, 1941 you replied to my letter of July 2nd with reference to the Odom Construction Company of Oregon City, who subcontracted from K. L. Goulter on Contract No. 2259 for grading and structures on the Necarney Creek-Neahkahnie Mountain Section of the Oregon Coast Highway in Tillamook County and at that time you advised that Mr. Goulter had not received final payment of his contract.

I would appreciate it very much if you would advise me if this final payment has been made so that I could take such action as may be necessary upon the Odom Construction Company.

Very truly yours,

Irving C. Allen
IRVING C. ALLEN

ICA/roh

REFERRED TO
[illegible]
BY SECRETARY

Get me the facts

est #16 — $1,931.71 [illegible] 10 days

[illegible] says final payment [illegible]

RECEIVED
SEP 16 1941
FOR FILING

180-H-1

September 15, 1941

General Casualty Company
of America
Seattle, Washington

Attention Gordon H. Sweany

Gentlemen:

This will acknowledge receipt of your letter of September 12 requesting information in regard to a claim in addition to Poole & McGonigle's claim against K. L. Coulter, for grading and structures on the new Necarney Creek-Neahkahnie Mountain Section of the Oregon Coast Highway in Tillamook County, performed under contract No. 2259.

We are attaching a copy of our letter dated July 10, 1941, transmitting the claim of the W. J. McCready Lumber Company against this contract. Also, we wish to call your attention to our letter of September 9, wherein we stated that the retained percentage is $5,644.78, rather than the "approximately $10,000.00" mentioned in your letter of September 12.

If this does not clarify the claims against this job, please let us know and we will furnish you with any additional information required.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

By

Secretary

DGD:NS
encl.

NOTED
D. [illegible]

GENERAL
H. K. DENT
PRESIDENT

GENERAL CASUALTY COMPANY OF AMERICA
SEATTLE

September 12, 1941

State Highway Commission
State of Oregon
Salem, Oregon

Gentlemen: Attention Mr. H. B. Glaisyer, Secretary

Bond 24283-A - K. L. Goulter
Grading and Structures, Necarney
Creek-Neahkahnie Mt. Section -
Tillamook County Contract No. 2259

You recently advised us that you were holding a retained percentage of approximately $10,000 in connection with the above contract, and that two liens had been filed.

A check of our records shows that we have only been notified of one claim, that of Poole & McGonigle. We should appreciate having your advices as to the name and amount of the other claim, together with the date of filing.

Your courtesy is appreciated.

Very truly yours,

Gordon H Sweany
Legal Department

Gordon H. Sweany
rj

REFERRED TO [illegible]
BY SECRETARY

What are the facts?
H.B.G.

RECEIVED
SEP 9 1941
FOR FILING

183-H-1

September 9, 1941

General Casualty Company of America
Mansfield & Co.
Lewis Building
Portland, Oregon

Gentlemen:

You are advised that it is the intention of the State Highway Commission to make semi-final payment to K. L. Coulter, 2201 E. Newton Street, Seattle, on Contract No. 2259, Necarney Creek-Neahkahnie Mountain Section of the Oregon Coast Highway in Tillamook County. This payment in the amount of $9,122.72, will be made on or after September 19, 1941. The retained percentage is $5,644.78.

There are two claims filed against this job, totaling $1,091.05, of which you have been previously notified.

Kindly acknowledge receipt of this letter.

Very truly yours,

Secretary

[illegible]

NOTED
D. C DeSart

180-H-1

RECEIVED
SEP 9 1941
FOR FILING

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION
DISTRICT ONE

MONTANA
OREGON
WASHINGTON

POST OFFICE BUILDING
PORTLAND, OREGON

R

September 8, 1941

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

Final inspection of Oregon FAP 180-H (1), Necarney Creek-Neahkahnie Mountain Section of the Oregon Coast Highway, was made by a representative of this office on August 14, 1941.

Prompt submission of the final voucher will be appreciated.

Very truly yours,

W. H. LYNCH
District Engineer

By L J Caufield
L. J. Caufield
Sr. Highway Engineer

RECEIVED
AUG 26 1941
FOR FILING

180-H-1

R

August 25, 1941

Pacific Portland Cement Company
417 Montgomery Street
San Francisco, California

Gentlemen:

This will acknowledge receipt of your letter of August 22 and advise that final payment has not yet been made to K. L. Coulter, on his contract No. 2259, for work on the Necarney Creek-Neahkahnie Mountain Section of the Oregon Coast Highway, in Tillamook County.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

By

Secretary

RS

NOTED
D. G. DeSart

PHONE
GARFIELD 4100

CABLE ADDRESS "GOLDEN"
WESTERN UNION CODE

PACIFIC PORTLAND CEMENT COMPANY
MANUFACTURERS OF
GOLDEN GATE AND OLD MISSION BRANDS
PORTLAND AND PLASTIC WATERPROOF PORTLAND CEMENT
Empire-Standard-Reno Hardwall Plaster and Gypsum Products

TRADE-MARKS

417 MONTGOMERY STREET
SAN FRANCISCO, CALIFORNIA

RECEIVED
AUG 25 1941
MMISSION

August 22, 1941

Oregon State Highway Commission
Salem, Oregon

Gentlemen:

Will you kindly advise if the final payment has been made to the general contractor in connection with Contract #2259, the Necarney Creek-Neahkahnie Mountain job. If so, will you please advise the date final settlement was made.

Yours very truly,

PACIFIC PORTLAND CEMENT COMPANY

H. D. O'Banion
Credit Manager

HDO:vb

Coast Wide Service — San Francisco — Los Angeles — Portland — San Diego — Seattle

RECEIVED
19 1941
FOR FIL

180-H-1

August 18, 1941

Mr. C. R. Harding
Assistant Vice President
The U. S. Nat'l Bank of Portland
Portland, Oregon

Dear Sir:

Reply is made to your letter of August 13 concerning the K. L. Goulter contract for the construction of the Necarney Creek-Neahkahnie Mountain Section of the Oregon Coast Highway, in Tillamook County, Contract No. 2259.

In the first paragraph of your letter you mention the Depoe Bay bridge-widening contract. I believe that you really mean the Necarney Creek-Neahkahnie Mountain Project inasmuch as Mr. Goulter has no connection with the Depoe Bay bridge contract, so the information I will give you is with respect to the first-mentioned project.

Inquiry of Division Engineer, F. B. Eason, who has had general supervision of Mr. Goulter's work, reveals that semi-final payment for work completed is now in process of payment. I believe this will amount to approximately $15,000. This estimate will have to be vouchered and signed by the State Highway Commission before the warrant can be issued and I anticipate that this will take the greater part of two weeks.

I am also informed by Mr. Eason that the final notes on the project will be delivered to his office by the resident engineer some time this week. After a check in Mr. Eason's office they will have to be rechecked by our checking engineer. It is quite a complicated project and it may be that the notes will have to be returned to the field for verification of certain items. In any event I do not believe that final payment can be effected in less time than a month.

I trust that the above information will be of some value to you.

Very truly yours,

Secretary

HBG:AM

2257

HEAD OFFICE

ESTABLISHED 1891

THE UNITED STATES NATIONAL BANK
OF PORTLAND, OREGON

CABLE ADDRESS
"UNITBANK"

August 13, 1941

RECEIVED
AUG 14 1941
OREGON
STATE HIGHWAY COMMISSION

Oregon State Highway Commission
Salem,
Oregon.

Attention: Mr. R. H. Baldock,
Chief Engineer

Gentlemen:

We should like to inquire how close you are to settlement on the Depoe Bay bridge widening contract with Mr. K. L. Goulter, general contractor, of Seattle, Washington.

Our inquiry is made for the reason that several months ago we assisted the Odom Construction Co., the sub-contractor, on the job, financially, supported by an assignment of retained percentage amounting to approximately $4,741.43 due that company from Mr. Goulter. We have been informed that although the contract has been completed for several months, payment has been held up on account of the necessity of remeasurement of the rock removed in widening the cut, which was a part of the job.

Mr. Goulter and Mr. F. L. Odom, of the Odom Construction Co., assure us that it is now strictly a matter of routine on the part of the State Highway Commission and that there is no reason why funds would be held for any non-performance. We should like to know, for our own confidential information, just what the status of this account is, and if you could express an opinion as to about when settlement will be made to Mr. Goulter, we shall be obliged.

Very truly yours,

C R Harding

C. R. Harding
Assistant Vice President

CRH)TK

ANSWERED
H. B. GLAISYER

RECEIVED
AUG 12 1941
FOR FILES

180-H-1

R

August 12, 1941

Mr. E. L. McDougal
1401 American Bank Bldg.
Portland, Oregon

Dear Sir:

This will acknowledge receipt of your letter of August 11, transmitting an affidavit of claim against the Odom Construction Company; K. L. Goulter, and the General Casualty Company of America, in the amount of $752.13, for material furnished on contract No. 2259, for grading and bridge construction work on the Necarney Creek-Neahkahnie Mountain Section of the Oregon Coast Highway, in Lincoln County. This affidavit is in support of your request for a certified copy of contract No. 2259, which we expressed to you on August 5.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

By

Secretary

DGD:RS

NOTED
D. G. DeSart

E. L. McDOUGAL
H. LAWRENCE LISTER
W. A. PALMER
F. C. McDOUGAL

LAW OFFICES OF
E. L. McDOUGAL
1401-1437 AMERICAN BANK BUILDING
PORTLAND, OREGON

RECEIVED
AUG 12 1941
OREGON
STATE HIGHWAY COMMISSION

August 11, 1941

State Highway Commission
State of Oregon
Salem, Oregon

Gentlemen:

Re: Poole & McGonigle, Inc.
vs. Odom Construction Co.
Contract No.2259 - Half Viaducts
on Necarney Creek-Neahkahnie
Mountain Sec. - Our # 33996

Enclosed herewith please find Affidavit in connection with the above contract.

The contract arrived by express for which we thank you.

Very truly yours,

E. L. McDougal
E. L. MC DOUGAL

5:A
encl.

REFERRED TO
R.H. Baldock
BY SECRETARY

acknowledge and notify bonding co, Jewett and Odom.

surety & contractor notified 8-5-41

RECEIVED
AUG 12 1941
OREGON
STATE HIGHWAY COMMISSION

STATE OF OREGON
STATE HIGHWAY COMMISSION

for and to the use of

POOLE & McGONIGLE, a co-partnership.

STATE OF OREGON)
) ss.
COUNTY OF MULTNOMAH)

I, CHARLES MC GONIGLE, being first duly sworn on oath depose and state:

That I am a co-partner in the firm of Poole & McGonigle and that the co-partnership furnishes structural steel and fabricates structural steel and furnished structural steel required for certain highway bridges on the Oregon Coast Highway in Tillamook County, in that section designated as Necarney Creek-Neahkahnie Mountain, under and by virtue of Contract No. 2259, between K. L. Goulter and the State Highway Commission, said bridge being constructed in accordance with the plans and specifications prepared by the said Highway Commission of the State of Oregon.

I further depose and state that Poole & McGonigle, a co-partnership, pursuant to said contract did furnish material and services in the total sum of $6002.13, between September 5th, 1940, and January 16th, 1941, and there has been paid to the said firm of Poole & McGonigle the sum of $5250.00 by the subcontractor F. L. Odom, doing business as Odom Construction Co., and that there is a balance due and owing from said F. L. Odom, sub-contractor, in the amount of $752.13.

I further depose and state that demand has been made upon F. L. Odom, doing business as Odom Construction Co., for said sum but that it has not been paid and is long past due, and I make this affidavit pursuant to the statutes of the State of Oregon in such cases made and provided, and for the purpose of obtaining a certified copy of the contract between said State of Oregon Highway Commission and K. L. Goulter, contractor, the same being Contract No. 2259, and for the further purpose of complying with the statutes of the State of Oregon and enabling Poole & McGonigle to institute an action against K. L. Goulter and said F. L. Odom, doing business as Odom Construction Co. and the General Casualty Company of America, a corporation, as surety under the bond in connection with said contract.

Subscribed and sworn to before me this 11th day of August, 1941.

Notary Public for Oregon

My commission expires____________

MY COMMISSION EXPIRES NOV. 16, 1942

R

RECEIVED
194
FOR FILING

15-H-1

August 5, 1941

General Casualty Company of America
Mansfield & Company
Lewis Building
Portland, Oregon

Gentlemen:

We are in receipt of information from Poole & McGonigle that they have a claim against the bond furnished by K. L. Coulter, in connection with the State Highway Contract No. 2259, covering grading and bridge construction work on the Necarney Creek-Neahkahnie Mountain Section of the Oregon Coast Highway, in Tillamook County. This claim is in the amount of $752.13, and represents steel furnished the Odom Construction Company on the K. L. Coulter contract.

This information is given you inasmuch as you appear as surety on the bond furnished in connection with this contract.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

By

Secretary

RS

cc - K. L. Coulter
2201 E. Newton St.
Seattle, Wash.

Odom Construction Co.
Box 48
Oregon City, Oregon

NOTED
D. C. DeSart

August 5, 1941

Mr. E. L. McDougal
1401 American Bank Building
Portland, Oregon

Dear Sir:

This will acknowledge receipt of your letter of August 4 notifying us of the claim of Poole & McGonigle, in the amount of $752.13, against Odom Construction Company, for steel furnished on the K. L. Goulter contract No. 2259, for grading and bridge construction on the Necarney Creek-Neahkahnie Mountain Section of the Oregon Coast Highway, in Tillamook County, and requesting a certified copy of this contract.

This contract was awarded to Mr. Goulter on December 8, 1939. Work was completed thereunder March 15, 1941 and accepted by the Commission April 3, 1941.

In accordance with your promise to furnish us with an affidavit in compliance with the law, we are mailing to you under separate cover a certified copy of this contract.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

By

Secretary

DCD:RS

NOTED
D. C. DeSart

LAW OFFICES OF
E. L. McDOUGAL
1401-1437 AMERICAN BANK BUILDING
PORTLAND, OREGON

E. L. McDOUGAL
RANDALL S. JONES
H. LAWRENCE LISTER
W. A. PALMER
F. C. McDOUGAL

August 4, 1941

State Highway Commission
State of Oregon
Salem, Oregon

Gentlemen:

Re: Poole & McGonigle, Inc.
vs. Odom Construction Co.
Contract No. 2259 - Half Viaducts
on Necarney Creek-Neahkahnie
Mountain Sec. - Our # 33996

My clients, Poole & McGonigle, a co-partnership, furnished reinforcing steel for half viaducts on the Necarney Creek - Neahkahnie Mountain Section of the Oregon Coast Highway from September 1940 to January 1941, inclusive.

There is a balance due for this steel from the Odom Construction Co. of Oregon City in the amount of $752.13, which has not been paid.

Will you give me information with reference to this contract, as to when it was ordered, when the work was completed and when accepted by the State Highway Commission. Will you kindly forward a certified copy of the contract and receipt of the same, we will immediately furnish you with affidavit in accordance with law. We know it is customary to forward the affidavit first but we want some information which we must include in the affidavit from the contract itself.

Yours very truly,

E. L. MC DOUGAL

5:K

RECEIVED

R

180-H-1

August 1, 1941

Wilbur, Beckett, Howell & Oppenheimer
Attorneys at Law
Board of Trade Building
Portland, Oregon

Gentlemen: Attention Calvin N. Souther

Reply is made to your letter of July 28 in regard to the K. L. Goulter contract, No. 2259, for grading and bridge construction on the Necarney Creek-Neahkahnie Mountain Section of the Oregon Coast Highway, in Tillamook County.

Inquiry reveals that the final estimate on this work has not as yet been received in this office, so I am not ir position to state just when the final payment will be made for the work involved. The Division Engineer, who has been supervisor over the work, has been requested to expedite the final figures as much as possible, and I anticipate that we will receive them from him shortly. I was not able to ascertain just what is holding them up.

After receipt of the final figures in this office, a careful check will have to be made by our checking engineer, which will take quite a little time, and it may be necessary to send the notes back to the field for verification of certain items, should any question arise in regard to them.

From the information at hand it is impossible to state just when final payment will be made, although we do not think it can be effected within a month. I assure you, however, that the matter will be expedited as much as possible. I am sorry I can give you no more definite information.

Very truly yours,

Secretary

HBG:RS

R. W. WILBUR
H. B. BECKETT
F. C. HOWELL
E. K. OPPENHEIMER
ROBERT T. MAUTZ
CALVIN N. SOUTHER

WILBUR, BECKETT, HOWELL & OPPENHEIMER
ATTORNEYS AT LAW
BOARD OF TRADE BUILDING
PORTLAND, OREGON

CABLE ADDRESS
WILBUR

RECEIVED
JUL [illegible] 1941
[illegible]

#2259

July 28, 1941.

H. B. Glaisyer,
Sec'y Oregon State Highway Commission,
Salem, Oregon.

Dear Sir:

We represent the Maryland Casualty Company and the General Casualty Company of America, who are interested in the work on the Neahkahnie Mountain Highway by virtue of an assignment made by F.L.Odom, who is a subcontractor under K.L. Goulter on that job. We have been told that it will not be possible to figure the amount payable under this assignment until after the engineer's estimates have been completed and I am wondering if you can give me some idea as to when these estimates will be made up.

We had been given to understand by both Mr.Mansfield and Mr. Odom that these figures would be forthcoming before the end of this month. Any information that you can give me will be very much appreciated.

Sincerely yours,

WILBUR,BECKETT,HOWELL & OPPENHEIMER,

By Calvin N. Souther

CNS/P

ANSWERED
H. B. GLAISYER

DeSart
get me accurate information re this

#2259
Completed 3/15/41
Final calculations not in from J.K. Scott. No date promised to be in.
Structure quantities and calculations probably available in about one week. (Odom subbed these items)
D.G.L.

RECEIVED
JUL 11 1941
FOR FILING

180-H-1

July 10, 1941

General Casualty Company of America
Mansfield & Company
Lewis Building
Portland, Oregon

Gentlemen:

Attached hereto is a copy of a claim which has been filed with the Secretary of State by the W. J. McCready Lumber Company against the bond taken from K. L. Goulter in connection with state highway contract No. 2259 which is for construction of the Necarney Creek-Neahkahnie Mountain Section of the Oregon Coast Highway, in Tillamook County.

This is being forwarded to you inasmuch as you appear surety on the bond furnished by K. L. Goulter in connection with the above-mentioned contract.

Very truly yours,
STATE HIGHWAY COMMISSION

By

Secretary

DD:AM

cc - K. L. Goulter
2201 East Newton St.
Seattle, Washington

cc Adams Const. Co
Box 4
Oregon City, Ore

See additional corresp.
re this claim on
110-C-2

NOTED
[illegible] DeSart

COPY

W. J. McCready Lumber Co.
Retail Lumber and Building Materials

Forest Grove, Oregon

July 5, 1941

SUBJECT

To Oregon State Highway Commission & Earl Snell

Salem, Oregon

Gentlemen:

Notice is hereby given that the undersigned, W. J. McCready and E. C. McCready, partners, doing business as W. J. McCready Lumber Co. has a claim for lumber and building materials furnished in the sum of $338.92 plus interest at 6% from March 28, 1941 until paid. Said materials were furnished to Odem Construction Co., a sub-contractor under Mr. K. L. Goulter, and that said sum is a claim against the bond taken from K. L. Goulter as principal and General Casualty Co. of America as surety, under Contract No. 2259 for the work of constructing, grading, etc. on Necarney Creek—Neahkahnie Mountain Section, Oregon Coast Highway.

W. J. McCready Lumber Co.

By W. J. McCready

Partner

JRL/vm

Endorsement
File No. 2987

Filed
July 8, 1941
EARL SNELL
Secretary of State

July 10, 1941

General Casualty Company
of America,
Mansfield & Company, Agents
Lewis Building
Portland, Oregon

Gentlemen:

We are advised by the W. J. McCready Lumber Company of Forest Grove that it has a claim in the amount of $336.92 against F. L. Odom Construction Company for lumber and building materials furnished that Company in connection with State Highway Contract No. 2259 which was awarded to K. L. Goulter for grading and bridge construction on the Necarney Creek-Neahkahnie Mountain Section of the Oregon Coast Highway, in Tillamook County. The Odom Construction Company was a subcontractor under K. L. Goulter on this project.

This information is given you as you appear as surety on the bond furnished in connection with this job.

Yours very truly,

Secretary

MDG:MC

cc - Odom Construction Co.
Box 43
Oregon City, Oregon

K. L. Goulter,
2201 E. Newton St.,
Seattle, Washington

NOTED
D. G. DeSart

W. J. McCready Lumber Co.
RETAIL LUMBER AND BUILDING MATERIALS

Address reply to
FOREST GROVE, OREGON

July 5 1941

SUBJECT

To Oregon State Highway Commission & Earl Snell

Salem, Oregon

Gentlemen:

Notice is hereby given that the undersigned, W. J. McCready and M. C. McCready, partners, doing business as W. J. McCready Lumber Co. has a claim for lumber and building materials furnished in the sum of $338.92 plus interest at 6% from March 28, 1941 until paid. Said materials were furnished to Odom Construction Co., a sub-contractor under Mr. K. L. Goulter, and that said sum is a claim against the bond taken from K. L. Goulter as principal and General Casualty Co. of America as surety, under Contract No. 2259 for the work of constructing, grading, etc. on Necarney Creek--Neahkanie Mountain Section, Oregon Coast Highway.

W. J. McCready Lumber Co.

By W J McCready
Partner

JRM/vm

We Sell
Windows
Frames
Sash
Glass
Doors
Cup Doors
Garage Doors
Wall Board
Insulating Board
Veneer
Casing
Base
Mouldings
Finish
Paints
Varnish
Brushes
Roofing
Shingles
Shakes
Nails
Locks
Hinges
Paper
Lath
Plaster
Cement
Brick
Everything in—
LUMBER AND BUILDING MATERIALS

RECEIVED
JUL 9 1941
FOR FILING

180-H-1

July 7, 1941

Irving C. Allen
City Hall
Seaside, Oregon

Dear Sir:

This will acknowledge receipt of your letter of July 2nd and advise that the Odom Construction Company of Oregon City subcontracted the structures from K. L. Goulter on Contract No. 2259 for grading and structures on the Necarney Creek-Neahkahnie Mountain Section of the Oregon Coast Highway in Tillamook County. We presume that this is the work to which you refer as being at Nehalem.

Mr. Goulter has not as yet received final payment on his contract and we presume also that he has not paid Odom Construction Co. in full for their work.

This contract was bonded by the General Casualty Company of America through their resident agent, Mansfield & Company, Lewis Building, Portland. Work thereon was completed March 15, 1941, and accepted by the Commission on April 3, 1941.

If this is not the work upon which Mr. Jed Wilson furnished gravel, please let us know and we will gladly furnish any additional information which we have.

Yours very truly,

Secretary

DCD:OA

Irving C. Allen
ATTORNEY AT LAW
CITY HALL
Seaside, Oregon

TELEPHONE 380
RESIDENCE 208

CITY ATTORNEY

[illegible] IVED

July 2, 1941.

Oregon State Highway Commission,
Salem, Oregon

Gentlemen:

The Odom Construction Company, of Oregon City had a contract with you for a project at Nehalem, Oregon, upon which Mr. Jed Wilson, of this city, furnished gravel and has not as yet been paid.

I would appreciate it very much if you would advise me if the final estimates on this job has been prepared and if the construction company have received their money from you on this contract.

Thanking you for this information, I am

Very truly yours,

Irving C. Allen

IRVING C. ALLEN

ICA/roh

RECEIVED
MAY 14 1941
FOR FILING

180-H-1

May 13, 1941

Pacific Portland Cement Co.
417 Montgomery Street
Sanfrancisco, California

Attention: H. D. O'Banion

Dear Sirs:

This will acknowledge receipt of your letter of May 9th and advise that Contract No. 2259 with K. L. Goulter for grading and the construction of bridges on the Necarney Creek-Neahkahnie Mountain Section of the Oregon Coast Highway, Tillamook County has been completed and was accepted by the Highway Commission on April 3, 1941.

Semi-final payment, which will be approximately $14,000 will probably be paid within a month or six weeks. Final payment, in the amount of approximately $5,000, will probably be paid within two or three months.

In accordance with Chapter 517, Oregon Laws 1939, a copy of which is enclosed for your guidance, claims against the bond furnished on this contract should be filed with the Secretary of State within a period of six months after date of acceptance by the Commission. Surety on this contract is General Casualty Co. of America for whom Mansfield & Co., Lewis Building, Portland are agents.

We understand that the Odom Construction Co. subcontracted the bridge work on this project.

The above mentioned amounts and dates of payment are estimates only as the engineer's final estimates have not been received from the field.

Yours very truly,

STATE HIGHWAY COMMISSION

By

Secretary

DGD:OA

ONE
ARFIELD 4100

CABLE ADDRESS "GOLDEN"
WESTERN UNION CODE

PACIFIC
PORTLAND CEMENT COMPANY
MANUFACTURERS OF
GOLDEN GATE AND OLD MISSION BRANDS
PORTLAND AND PLASTIC WATERPROOF PORTLAND CEMENT
Empire-Standard-Reno Hardwall Plaster and Gypsum Products

TRADE-MARKS

SAN FRANCISCO, CALIFORNIA
417 MONTGOMERY STREET

May 9, 1941

Oregon State Highway Commission
Salem, Oregon

Gentlemen:

We furnished material to the Odom Construction Company on State Highway Contract No. 2259, the Necarney Creek-Neahkahnie Mt. job.

Will you kindly advise if this job has been completed and accepted by the Highway Commission, and if so the date of acceptance. Also, if within your province to so, will you please advise when final payment will be made and the amount still due the general contractor. Will you also please advise if it is necessary under the Oregon laws to file a stop notice with the Oregon State Highway Commission within a thirty-day period in order to protect our rights under the bond.

Yours very truly,

PACIFIC PORTLAND CEMENT COMPANY

H. D. O'Banion

H. D. O'Banion
Credit Manager

HDO:vb

[illegible]
payments
out

Coast Wide Service — San Francisco — Los Angeles — Portland — San Diego — Seattle

RECEIVED

182-H-1

March 14, 1941

Mr. Z. L. Goulter
Highway Contractor
2201 East Newton St.
Seattle, Washington

Dear Mr. Goulter:

I find that I have an extra copy of the Power of Attorney that you executed this morning so I thought I had better send it to you for your records and files. Same is inclosed.

The Auditor has been instructed to hereafter forward all estimates and warrants covering the projects mentioned in the Power of Attorney to Mrs. Goulter, as you requested.

Very truly yours,

HBG:AM Secretary

180-H-1

POWER OF ATTORNEY

KNOW ALL MEN BY THESE PRESENTS, That I, K. L. Goulter, have made and constituted and appointed, and by these presents do make constitute and appoint Ida M. Goulter my true and lawful Attorney in Fact for me and in my name and stead, and do hereby authorize her to execute and verify all estimate vouchers prepared and issued by the State Highway Commission in connection with my contract with the State for the construction of the Necarney Creek-Neahkahnie Mountain Section of the Oregon Coast Highway, which is Contract No. 2259, and all estimate vouchers issued in connection with my contract with the State for the construction of the Troutdale-Oneonta Section of the Columbia River Highway, which is Contract No. 2379, and I hereby authorise her in my stead and for my benefit to accept and receive from the State any and all warrants, checks or other payments due me from the State for work performed under either or both of said contracts, and I further authorise the said Ida M. Goulter to deposit all such warrants, checks or payments in the Seattle First National Bank to my credit.

IN WITNESS WHEREOF, I have hereunto set my hand this 14th day of March, 1941.

K L Goulter

STATE OF OREGON, }
} ss.
COUNTY OF MARION, }

On this, the 14th day of March, 1941, personally came before me a notary public in and for said county and state, the within named K. L. Goulter, to me known to be the identical person described in and who executed the within instrument, and acknowledged to me that he executed the same freely for the uses and purposes therein named.

Witness my hand this 14th day of March, 1941.

F.M. Davis
Notary Public for Oregon
My Commission expires January 31, 1942.

RECEIVED
MAR 26 1941
FOR FILING

180-H-1

March 25, 1941

Mr. K. L. Goulter
212 W. Hudson Street
Seattle, Washington

Dear Sir:

At the meeting of the State Highway Commission held on December 3, 1940, the following action was taken on your request for extension of time:

K. L. Goulter, Contract No. 2259, for grading and construction of concrete structures on the Necarney Creek-Neahkahnie Mountain Section of the Oregon Coast Highway, in Tillamook County, requested an extension of time of 4 months, from November 30, 1940, to April 1, 1941, within which to complete this job. He attributed his failure to complete the job within the specified time limit to a large overrun of the quantities involved. The Engineer advised that, according to the last revised estimate for this work, there has been an increase of 28.4 per cent in the quantity of material that Mr. Goulter was required to move. This would automatically entitle Mr. Goulter, he said, to an extension of time of 101 days, or until March 10, 1941, without penalty. He recommended the granting of the extension of time requested by Mr. Goulter up to April 1, 1941, but that he be required to reimburse the State for extra engineering expense incurred on this job after March 10, 1941. A letter was presented from the Public Roads Administration concurring therein. The Commission approved the recommendation.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

By

Secretary

FO

cc Mr. F. D. Mason
Salem, Oregon

RECEIVED
MAR 1941
FOR FILING

180-H-1

March 19, 1941

Mr. M. L. Larson, Manager
First National Bank Portland
Oregon City Branch
Oregon City, Oregon

Dear Sir:

Reference is made to your inquiry by telephone of this date confirming the K. L. Goulter contract No. 2259 for the Necarney Creek-Neahkahnie Mountain Highway.

You are advised that this contract was completed on March 15, 1941 and has not yet been accepted by the Highway Commission.

The retained percentage is $5,167.32.

Yours very truly,

STATE HIGHWAY COMMISSION

By

C. B. McCullough
Asst. Chief Engineer

JM:OA

Form E-1—5M—10-40

[illegible]-H-1

✓

OREGON STATE HIGHWAY COMMISSION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending March 15th, 1941

Section Necarney Creek-Neah Kah Nie Mountain

Kind of work grading-topping-walls-bridges

Highway Oregon Coast

Section prefix 29-1029 FAP 180-H-1

Contractor K.L.Coulter

Contract number 2259

Date of contract December 9th, 1939

Date of completion November 30th, 1940

Date work started January 5th, 1940

Estimated date of completion March 15th, 1941

Amount of contract $ 135418.00

Per cent of time elapsed 100 plus %

Estimated cost of completed project, exclusive of engineering $ 170000.00

Per cent of contract completed, based on total contract price 100 %

Engineering cost to date, $ 9995.50, 5.90 %

Date project was completed March 15th, 1941

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

Contractor worked a crew last Saturday and worked Sunday and a few hours Monday morning. Went over the job with Mr Anderson, Superintendent, Monday morning and he had the job ready to accept and had completed all the work and odd and ends in clean up and his equipment was moved off. Later in the forenoon, word came from Mr Eason by telephone that the crib and fill under the Chasm Bridge were to come out. Contractor moved his compressor back on the job and had to buy back considerable powder and finally had to move the 1½yard shovel back to the job. Finally got the crib or bulkhead out late Friday afternoon. It cost the contractor more money than it would have the week before but he was very nice about it and did a careful and complete job.

Have not had a chance to do much with the re cross section work in the field yet but some of the sections have been taken. Owing to the fact that one man is away on 1940 vacation and another one checking rock on the Netarts road, we did not have much of a crew this week and most of the time was spent on office work and getting out monthly estimates. Time from now on will be divided between grades on Rogers job and rec cross section on the Coulter job.

Contractor has several men overhauling and painting equipment at his camp and they will probably work at that for 10 days or so or until needed at the Corbett job.

RECEIVED
MAR 17 1941
DIVIS[illegible] [illegible]ER

NOTED
H. G. SMITH

NOTED
VAN SCOY

H. G. SMITH

Signed J.H.Scott J Scott

Address Nehalem, Oregon,

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project	0.89				
Miles partially completed	00				
Miles completed	0.89				
Total estimated quantities	150000				
Estimated quantities moved or placed to date	"				
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day	1				
Hours per shift	8				
Average force on project for week	8				

Percentages of men employed on contract to be secured from: USES Tillamook

.... County, ...%; .... County, ...%; .... County, ...%; .... County, ...%

	NUMBER USED AND SECURED FROM					CONTRACTOR'S KEY MEN, ETC.	TOTAL
	USES 320 COUNTY	COUNTY	COUNTY	COUNTY	OTHER SOURCES		
Men	2					6	8
Men and teams							
Men and trucks under 3 tons							
Men and trucks over 3 tons							
Men and tractors							

Equipment used during week: Shovels 1, Power graders ...., Rollers ...., Mixers ...., Crushing or screening plants ....,

Compressors 1, Bulldozers ...., Sheet-foot rollers ...., 1 truck ...., ...

Mch	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday 9th	clear and warm all week		
Monday			
Tuesday			
Wednesday			
Thursday			
Friday			
Saturday			

RECEIVED

12c-H-1

March 6, 1941

UNION OIL COMPANY OF CALIFORNIA
Yeon Building
Portland, Oregon

Gentlemen:

In accordance with your request of March 5, this will advise you that K. L. Coulter's contract, No. 2259, has not yet been completed or accepted. It is anticipated that this project will be completed about March 31.

Very truly yours,

STATE HIGHWAY COMMISSION

By
Secretary

DGD:mhl

NOTED
D. G. DeSart

a

Union Oil Company of California

YEON BUILDING
PORTLAND, OREGON

March 5, 1941

Oregon State Highway Department
Salem
Oregon

Gentlemen: Contract #2259

Will you please inform us if this contract has been completed and if so the date of its acceptance?

Thank you.

Yours very truly

D. E. NICHOLS
District Credit Supervisor

By: W S Newton

WSN:EAC

FORM 401 P

9

RECEIVED
FEB 27

180-H-1

February 26, 1941

Mr. E. L. McDougal
1401-1437 American Bank Building
Portland, Oregon

Dear Sir:

This will acknowledge receipt of your letter of February 20 and advise that the Half Viaducts on the Necarney Creek-Neahkahnie Mountain Section of the Oregon Coast Highway were constructed under E. L. Coulter's contract, No. 2259, for the performance of grading and construction of these structures on this section.

It is anticipated that this contract will be completed about the first of April, and, of course, has not as yet been accepted by the Commission.

The performance bond was furnished by the General Casualty Company of America through their local agent, Mansfield & Company, Lewis Building, Portland.

Very truly yours,

STATE HIGHWAY COMMISSION

By

Secretary

DGD:MBL

NOTED
D. G. DeSart

a

LAW OFFICES OF
E. L. McDOUGAL
1401-1437 AMERICAN BANK BUILDING
PORTLAND, OREGON

E. L. McDOUGAL
RANDALL S. JONES
H. LAWRENCE LISTER
W. A. PALMER
F. C. McDOUGAL

RECEIVED
FEB 21 1941
STATE HIGHWAY COMMISSION

February 20, 1941

Oregon State Highway Commission
State of Oregon
Salem, Oregon

Gentlemen:

Re: Odom Construction Company
Our No. 33970

K.L. [illegible]

Odom Construction Company of Oregon City, Oregon, had a contract with you on the Half Viaducts, Necarney Creek - Neahkahnie Mountain Section, Oregon Coast Highway. Our clients, Poole & McGonigle, Inc. furnished material for this job covering the period from September 5th, 1940 to January 16th, 1941.

Will you please advise when this work was completed and when it was accepted by the State Highway Commission, together with the name of the bonding company carrying the bond on this contractor.

Yours very truly,

E. L. McDougal

E. L. MC DOUGAL

5:K

180-H-1

R.H.Baldock ✓

Cost Analysis to August 15th, 19[illegible]
Necarney Creek-Neahkahnie Mountain
Oregon Coast Highway

K. L. Goulter, Contractor
Contract #2259

J. H. Scott, Resident Engineer
Prefix #29-1029

Item	Total Cost	Quantity	Unit Cost	Unit Bid	Gross Revenue
Clearing & Grubbing	$739.02	100%			$2,000.00
Structural Excavation	1,783.02	817 cu. yd.	2.18	1.50	1,225.50
Trench "	156.26	125 " "	1.25	1.00	125.00
Bench "	164.80	1,030 " "	0.16	0.30	309.00
Excavation Above Slopes	2,750.00	5,500 " "	0.50	0.50	2,750.00
Excavation Station 220-232+50	665.00	3,500 " "	0.19	0.25	875.00
Excavation Station 232+50-256+50	42,529.71	70,600 " "	0.60	0.60	42,360.00
Excavation Station 256+50-267	322.00	2,000 " "	0.16	0.25	500.00
Load & Spread Topsoil	418.00	1,000 " "	0.41	0.50	500.00
Overhaul	450.00	24,000 yd. sta.	0.02	0.01	240.00
Truckhaul	6,462.68	35,670 yd. mi.	0.18	0.10	3,567.00
8" Concrete Pipe	34.72	75 lin. ft.	0.46	0.50	37.50
18" " "	329.34	165 " "	2.00	2.00	330.00
30" " "	95.24	24 " "	3.96	5.00	120.00
Mortar Rubble Masonry in Parapets	8,924.16	354 cu. yd.	25.21	19.00	6,726.00
Mortar Rubble Masonry in Walls	20,271.08	1,218 " "	16.64	14.00	17,052.00
Dry Rubble Masonry	115.60	34 " "	3.40	5.00	170.00
Price Agreement #1					
Excavation	751.28	3,540 cu. yd.	0.21	0.25	885.00
Truck Haul	179.28	1,992 yd. mi.	0.09	0.10	199.20
E.W.O. #1	49.41				49.41

Necarney Creek-Neahkannie Mt. 8/15/40

Item	Total Cost	Quantity	Unit Cost	Unit Bid	Gross Revenue
(Balance Brought Forward)	$87,190.69				$80,020.61
Cookhouse & Camp	5,485.83				3,751.00
	$92,676.52				$83,771.61

Total Cost	$92,676.52
Gross Revenue	83,771.61
	$8,904.91

Net Loss Equals 10.6% of Gross Revenue

Necarney Creek-Neahkahnie Mt.

Detail of Cost

Labor:

Supervision	$4,142.55	
Labor	40,079.20	
State Industrial Accident Insurance	2,211.09	
Unemployment & Social Security	1,768.87	
		$48,201.71

Materials:

Cement	677.5	bbls. at 3.18	$2,154.45	
Sand	344.0	cu. yd. at 2.82	941.88	
8" Concrete Pipe	75	lin. ft. at 0.343	25.72	
18" " "	165	" " " 1.616	266.64	
30" " "	24	" " " 3.185	76.44	
Steel			1.26	
Expansion Joints	694	Sq. Ft. at 0.117	81.18	
				3,547.57

Small Tools & Misc. Supplies:

Equipment Rental	$13,278.67	
Small Tools & Misc. Supplies	7,356.49	
Gas, Oil & Grease	7,245.39	
Explosives	4,607.01	
Freight & Cartage	2,922.85	
Main Office Expense	2,400.62	
Hired Equipment	2,237.78	
Lumber	990.22	
Bond	800.21	
P.U.C.	75.07	
		41,914.31
		$93,663.59
Less 55% of Cost of Camp Construction		987.07
Total Net Cost		$92,676.52

Necarney Creek-Meahkahnie Mt.

REMARKS:

August 15th, 1940

This contract was bid and awarded December 8th, 1939; work was started January 5th, and to date the contract is about 45% complete with 70% of the time elapsed.

Clearing was a small item and consisted mostly of brush. Hand labor and a tractor and dozer were used.

Virtually no profit is shown to date on excavation items due to low prices. Structural excavation consisted of scaling and shooting out loose rock at the half viaducts and dipping of a shallow trench for the masonry walls. Some solid was encountered in the trench excavation. Bench excavation was done with a tractor and dozer. Excavation 220-232 was taken out with a shovel and tractor. Excavation 232-256+50 was all in solid material where the old county roadbed grade was lowered and widened.

Work in this section was very difficult as it was first necessary for safety purposes to scale off all loose rock hanging on the cliffs at heights varying from 50 to 150 feet above the roadbed. As soon as the scaling was finished the drilling and shooting was done, and then again the slope was scaled before equipment and men were permitted to start excavating. The amount of scaling was much greater than was anticipated as former road crews under old county contracts had left pockets of loose rock due to excessively heavy shots. There will be a large overrun of quantities, however, due to these loose pockets of rock and the additional excavation should defray the added scaling costs.

Loss on the masonry walls to date totals $5,500.00 due entirely to a low bid as the contractor's organization is of the best. Rock for the walls is secured from the excavation. Selected rock is hauled to the walls where the rock is then cut to size with compressed air drills and trimmed with hand hammers. A small shovel with dragline boom is then used to place the rock in the walls.

Equipment in use on the job consists of a 1½ cu. yd. shovel, 3/8 cu. yd. shovel, 96 h.p. tractor and dozer, 60 h.p. tractor and dozer, 2 - 200 cu. ft. compressors, 2 - 100 cu. ft. compressors, 3 - 8 cu. yd. track-trucks, 1 flatbed truck and miscellaneous service equipment. Three yard trucks are hired for long hauls.

A high percentage of loss is shown to date due entirely to a low bid. It is doubtful whether the unit cost of the masonry walls can be lowered to any extent and whether the cost of solid excavation can be decreased depends upon the required disposition of the remaining material as there will be a large overrun of quantities.

E. H. Clymer
Cost Analyst

By . . J. D. Nelson

RECEIVED
A[illegible] 13 1940
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FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION

180-H-1

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

POST OFFICE BUILDING
PORTLAND, OREGON

Stencil No. 124

IN YOUR REPLY PLEASE
REFER TO FILE No. Oregon FAP 180-H (1)
Necarney Creek-Neahkahnie Mt.,
Oregon Coast Highway

June 10, 1940

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

We are forwarding herewith, for your files, an executed copy of the ____________________ project agreement and certificate for the above numbered project.

Very truly yours,

W. H. LYNCH
District Engineer

By L. Caufield
L. J. Caufield
Sr. Highway Engineer

Encls.

Jra

Waypr- 5304

Form P. R. 2

State Oregon

Federal Aid Project No. 180-H(1)

PROJECT AGREEMENT

MEMORANDUM OF AGREEMENT made this 8th day of May, 1940 by and between The Oregon State Highway Commission, constituting for the purpose hereof, the Highway Department of the State of Oregon hereinafter called the Highway Department, and the Federal Works Administrator, hereinafter called the Administrator, under and pursuant to the provisions of the act of Congress approved July 11, 1916 (39 Stat., 355), entitled "An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes," and of the act approved November 9, 1921 (42 Stat., 212), entitled "An Act to amend the Act entitled 'An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes,' approved July 11, 1916, as amended and supplemented, and for other purposes," and acts amendatory thereof or supplementary thereto:

Whereas the Highway Department of said State submitted on the 9th day of September, 1932, a project statement, which was approved on the 8th day of October, 1932, for the proposed construction of a project consisting of the road hereinafter described; and

Whereas the Highway Department, in accordance with the rules and regulations promulgated for the administration of the Federal Highway Act, has furnished surveys, plans, specifications, and estimates for Section H (1) of said project which were recommended for approval by the District Engineer of the Public Roads Administration on the 22d day of November 1939; and

Whereas the Administrator has certified to the Secretary of the Treasury his approval of said surveys, plans, specifications, and estimates, and the sum of eighty-eight thousand, nine hundred eighty and 00/100 dollars ($88,980.00) as the share of the United States payable under said act on account of Section H (1) of said project, which does not exceed the authorized Federal pro rata share of the approved total estimated cost thereof:

Now, therefore, in consideration of the premises and of the several promises to be faithfully performed by each, as hereinafter set forth, the Highway Department and the Administrator do hereby mutually agree as follows:

FUNDS AT THE DISPOSAL OF THE HIGHWAY DEPARTMENT

ARTICLE I. Funds for the use of the Highway Department in the construction of said project have been made available in the following manner, to wit:

(*a*) By the State Chap. 175, laws 1917; Chap. 31, laws 1920; Chap. 529, laws 1939.

(Include date and citation of act of legislature by which authorized)

(*b*) From other sources

(State how placed under direct control of Highway Department)

ROAD EMBRACED IN PROJECT

ARTICLE II. This agreement covers the following highway as described in detail in said surveys, plans, and specifications:

Between survey station 220+00 in the S.E. ¼ Sec. 18, T. 3 N., R. 10 W., W.M., and survey station 267+00 in the N.W. ¼, Sec. 18, T. 3 N., R. 10 W., W.M.

, length 0.889 of a mile, in Tillamook County, being Section H (1) of Oregon Federal Aid project No. 180, consisting of 0.874 of a mile of roadway and 1 bridge of more than 20 feet clear span, 0.015 of a mile in length.

CHARACTER AND METHOD OF CONSTRUCTION

ARTICLE III. The Highway Department will construct or cause to be constructed to final completion said project, in strict compliance with said plans and specifications, which are made a part hereof, under its direct supervision, which shall include adequate inspection throughout the course of construction, subject at all times to inspection and approval by the Administrator or his agents, and in accordance with the laws of said State, the rules and regulations of the Administrator, and the following conditions:

(*a*) It is agreed that the construction work on the project shall be performed by contract, unless the performance thereof by force account shall be approved by the Administrator or his authorized representatives. Such construction work as may be performed by force account shall be paid for on the basis of the units of work performed at the unit prices set forth in the estimate as approved by the Administrator, except that where the total actual cost is ascertained to be less than the estimate so approved the total Federal payments shall not exceed the Federal pro rata share of such total actual cost.

UNITED STATES PRO RATA SHARE OF THE COST OF SAID PROJECT

Article IV. The United States pro rata share of the value of the labor and materials which shall be actually put into the construction of Section H (1) of said project shall not in any event exceed the sum of eighty-eight thousand, nine hundred eighty and 00/100 dollars ($88,980.00), certified to the Secretary of the Treasury as above mentioned, which does not exceed the authorized Federal pro rata share of one hundred forty-eight thousand, two hundred ninety-nine and 80/100 dollars ($148,299.80), the approved total estimated cost of Section H (1) of said project.

PAYMENTS

Article V. As the construction of said project progresses, the Administrator shall from time to time draw warrants on the Secretary of the Treasury for the payment to The State Treasurer (Official or depository) hereby designated by the Highway Department for that purpose and authorized under the laws of said State to receive public funds of the State of Oregon (Name) of such sums as shall not, together with previous payments, exceed the United States pro rata share, as above specified, of the value, as determined by the Administrator after inspection and approval, of the labor and materials which have actually been put into said construction work in compliance with the requirements of Article III hereof.

The Administrator reserves the right to withhold such sum as he may deem necessary to insure completion of construction in compliance with said plans and specifications.

MAINTENANCE OF PROJECT

Article VI. The Highway Department will maintain said project in compliance with said acts of July 11, 1916, and November 9, 1921, out of funds which have been or will be made available therefor by said State in the manner herein set forth, to wit: (Include reference to statute authorizing funds and probable amount annually available)

Chap. 529, laws 1939.

The Highway Department will use every means within its power to insure proper and permanent maintenance of said project, and to that end will provide for the constant making of needed repairs to preserve a smooth-surfaced highway.

Showing of authority of the Highway Department to execute agreements will be found in the agreement for project No. 112.

In witness whereof the parties have hereunto affixed their signatures, the Highway Department on the day and year first above written and the Administrator on the ________ day of

MAY 25 1940, 19____

OREGON STATE HIGHWAY COMMISSION
(Official title of Highway Department)

By Henry F Cabell
Chairman, State Highway Commission
(Title of officer)

By ____________
Member, State Highway Commission
(Title of officer)

By ____________
Member, State Highway Commission
(Title of officer)

By ____________
____
(Title of officer)

By ____________
____
(Title of officer)

FEDERAL WORKS ADMINISTRATOR,

By ____________
Acting Commissioner of Public Roads.

Form PR. 3—Revised

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION

CERTIFICATE OF APPROVAL OF PLANS, SPECIFICATIONS, AND ESTIMATES

(Under "An Act to provide that the United States shall aid the States in the construction of rural roads, and for other purposes," approved July 11, 1916, and acts amendatory thereof and supplementary thereto.)

To

The Secretary of the Treasury, and

The State Highway Department of the State of Oregon

Pursuant to the acts above cited, I hereby certify—

First. That in accordance with the provisions of said acts, I have approved the plans, specifications, and estimates submitted by the State Highway Department of the State of Oregon for the construction of a highway designated in the records of this Agency as Federal Aid Project No. 160-H (1) State of Oregon

Second. That in accordance with said provisions I have approved the sum of $ 148,299.80 as the total estimated cost of said project, and the sum of $ 88,980.00 as the share of the United States, payable under said acts on account of such project, which does not exceed the authorized Federal pro rata share of said total estimated cost.

Done at the city of Washington, this ______ day of MAY 25 1940 one thousand nine hundred and ______

Federal Works Administrator,

By O'Leary
Acting Commissioner of Public Roads.

Form E-30—Revised—30M—1-40

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
June 10th, 1940

Subject: Drinking Fountain at
Neahkahnie Mountain

To: Mr. F. D. Eason
Division Engineer
Capitol

Dear Sir:

In regard to Extra Work Order #1 on the Necarney Creek-Neahkahnie Mountain Section requesting the Commission to construct a drinking fountain at Neahkahnie Mountain.

I have discussed this with Mr. Boardman, and we both feel that such work as this should be undertaken by the Parks Department after the construction is finished.

Very truly yours,

H. G. Smith
Construction Engineer

HGS:AR

cc to: R. H. Baldock
J. H. Scott

NOTED
State Highway Engineer

(Stencil #28)

RECEIVED
AUG 30 1940

FOR FILE

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION

180-H-1

IN YOUR REPLY PLEASE REFER TO

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

POST OFFICE BUILDING
PORTLAND, OREG.

FILE No. Oregon FAP 180-H (1)
Necarney Creek-Neahkahnie Mt. Sec.
Oregon Coast Highway

April 12, 1940

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

We are forwarding herewith two copies of proposed project agreement for signature and return to this office.

Enclosed also is an approved copy of the detail estimate, upon which the agreement was based, together with approved copy of specifications.

Very truly yours,

W. H. LYNCH
District Engineer

By Caufield
L. J. Caufield
Sr. Highway Engineer

Encls.

RECEIVED
JUL 19 1940
FOR FILING

180-H-1

February 3, 1940

Mr. W. H. Lynch
District Engineer
Public Roads Administration
Post Office Box 3900
Portland, Oregon

Dear Sir:

Herewith are enclosed seven copies of estimate as basis for project agreement for the Necarney Creek-Neahkahnie Mountain Section, Project No. FA 180-H (1).

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/GS

Encl.

Oregon State Highway Department Federal Aid Project No. 180-B (1)

NECARNEY CREEK-NEAHKAHNIE MOUNTAIN SECTION
OF THE OREGON COAST HIGHWAY IN TILLAMOOK COUNTY

(Estimate as basis for project agreement. Based on low bid prices.)

Salem, Oregon, December 29, 1939

Roadwork

All Required		Clearing and Grubbing	$ - -	$ 2,000.00
710	cu. yds.	Structural Excavation	1.50	1,065.00
230	cu. yds.	Trench Excavation	1.00	230.00
8,000	cu. yds.	Bench Excavation	.30	2,400.00
8,800	cu. yds.	Excavation Above Cut Slopes	.50	4,400.00
8,800	cu. yds.	Excavation, Sta. 220 to 232+50	.25	2,200.00
77,000	cu. yds.	Excavation, Sta. 232+50 to 256+50	.60	46,200.00
3,700	cu. yds.	Excavation, Sta. 256+50 to 257+00	.25	925.00
1,000	cu. yds.	Loading and Spreading Topsoil	.50	500.00
150,000	yd. sta.	Overhaul	.01	1,500.00
26,000	yd. mi.	Truck Haul	.10	2,600.00
0.87	mile	Finishing Roadbed and Slopes	500.00	435.00
100	lin. ft.	8" Concrete Pipe	.50	50.00
430	lin. ft.	18" Concrete Pipe	2.00	860.00
20	lin. ft.	30" Concrete Pipe	5.00	100.00
140	cu. yds.	Concrete Curb	27.30	3,822.00
270	cu. yds.	Class "A" Concrete	27.30	7,371.00
770	cu. yds.	Mortar Rubble Masonry in Parapets	19.00	14,630.00
2,000	cu. yds.	Mortar Rubble Masonry in Walls	14.00	28,000.00
250	cu. yds.	Dry Rubble Masonry	5.00	1,250.00
56,000	lbs.	Metal Reinforcement	.055	3,080.00
700	lbs.	Copper and Bronze	.53	371.00
			Subtotal	$ 123,989.00
			10% Engr. & Cont.	12,398.90
			Total	$ 136,387.90

Bridge - Sta. 244+62 to 245+42

70	cu. yds.	Structural Excavation	$ 1.50	$ 105.00
230	cu. yds.	Class "A" Concrete	27.30	6,279.00

30	cu. yds.	Mortar Rubble Masonry in Parapets	$ 19.00	$ 570.00
35	cu. yds.	Mortar Rubble Masonry in Facing	40.00	1,400.00
45,000	lbs.	Metal Reinforcement	.055	2,475.00
			Subtotal	$ 10,829.00
			10% Engr. & Cont.	1,082.90
			Total	$ 11,911.90

Length of Roadway	0.874 mile
Length of Bridge	0.015 mile
Total Length	0.889 mile
Cost per mile, Roadway	$ 156,050.22

SUMMARY OF FUNDS REQUESTED

Item	Total Cost	Federal Aid Funds	State Funds
Roadway	$ 136,387.90	$ 81,833.00	$ 54,554.90
Bridge	11,911.90	7,147.00	4,764.90
	$ 148,299.80	$ 88,980.00	$ 59,319.80

State Funds for Construction: Chap. 175, laws 1917; Chap. 31, laws 1920;
Chap. 529, laws 1939
State Funds for Maintenance: Chap. 529, laws 1939

9-2-6

RECEIVED

January 22nd, 1940

Mr. W. H. Lynch
District Engineer
Public Roads Administration
P. O. Box 3900
Portland, Oregon

Dear Sir:

Reference is made to your letter of December 13th, 1939 regarding P.S. & E. for Oregon Federal Aid Project 180-H (1), the Necarney Creek-Neahkahnie Mountain Section of the Oregon Coast Highway, in which you make inquiry concerning our plans for the separation of parking areas from the travelled way and to provide definite points of access and egress from such areas.

Mr. Boardman has had plans prepared for the development of one of these parking areas by CCC forces which I think is very well arranged. I have been endeavoring to get a print of this for your inspection, but they have not been returned from the National Forest Service. As soon as they are returned, I will forward a print for your inspection.

Very truly yours,

R. H. BALDOCK
STATE HIGHWAY ENGINEER

By

H. G. Smith
Construction Engineer

HGS:AR

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION
DISTRICT ONE

MONTANA
OREGON
WASHINGTON

POST OFFICE BUILDING
PORTLAND, OREGON

December 13, 1939

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

Reference is made to P.S.& E. for Oregon Federal Aid Project 180-H (1), the Necarney Creek-Neahkahnie Mountain Section of the Oregon Coast Highway.

This project provides for a number of turnouts and parking areas and both these areas and the roadway are to receive a gravel topping. The plans do not indicate that any provision is to be made for the separation of these parking areas from the travelled way and provide definite points of access and egress from such areas.

Please advise what provision you intend to make to take care of this situation.

Very truly yours,

W H Lynch

W. H. LYNCH
District Engineer

RECEIVED
DEC 23 1939
F

180-H-1

December 22, 1939

Mr. E. L. Coulter
212 West Hudson Street
Seattle, Washington

Dear Sir:

We are sending you today by express a fully executed copy of Contract No. 2259 which was awarded to you on December 8, 1939 by the State Highway Commission covering the grading and structures on the Necarney Creek-Neahkahnie Mountain Section of the Oregon Coast Highway, in Tillamook County. We are also sending an executed copy to the surety on your bond.

This copy of the contract is for your records and files.

Very truly yours,

STATE HIGHWAY COMMISSION
By

Secretary

HBL

RECEIVED
DEC 16 1939
FOR FILING

1.80-H 1

December 16, 1939

Mr. K. L. Goulter
212 W. Hudson Street
Seattle, Washington

Dear Sir:

We are advised by the Oregon State Industrial Accident Commission that, while you are one of the successful bidders to whom contracts were awarded by the State Highway Commission December 7 and 8, you are not of record with that department.

In order to proceed with the work under your contract with the Oregon State Highway Commission, it will be necessary for you to accept the terms of the Workmen's compensation Act and to carry on your work under this contract in strict conformance thereto.

Very truly yours,

STATE HIGHWAY COMMISSION
By

Secretary

JM:MBL

FA 131-H-1

December 9, 1939

Mr. K. L. Coulter
212 West Hudson St.
Seattle, Washington

Dear Sir:

The State Highway Commission on December 8, 1939, awarded you the contract for 0.87 mile grading and 6 reinforced concrete structures on the Necarney Creek-Neahkahnie Mountain Section of the Oregon Coast Highway, in Tillamook County. This award was based on your low bid of $135,418 submitted on that date.

Contract forms will be sent to you for execution within the next few days.

Very truly yours,

AM Secretary

cc - Mr. S. H. Probert
Mr. G. S. Paxson

Mr. K. L. Goulter
c/o Mansfield & Company
Lewis Building
Portland, Oregon

Dear Sir:

We are sending you today by express four copies of Contract No. 2259 which was awarded to you by the State Highway Commission on December 8, 1939, covering the grading and structures on the Necarney Creek-Neahkahnie Mountain Section of the Oregon Coast Highway, in Tillamook County.

Kindly execute all four copies of this contract as to agreement and bond and return them to this office for approval by the State Highway Commission. When this has been done a fully executed copy will be returned to you for your records and files. We will also send an executed copy to the surety on your bond.

Your special attention is called to the paragraph under Section 5 (p. 14) of the printed General Provisions, relating to the Workmen's Compensation Act. You will be expected to accept the terms of this Act and to carry on your work under this contract in strict conformance thereto.

Your attention is also called to the mimeographed page immediately preceding the colored pages, relating to payment by the contractor of amounts due hospital associations, et cetera.

Very truly yours,

STATE HIGHWAY COMMISSION
By

Secretary

[illegible]

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION
DISTRICT ONE

MONTANA
OREGON
WASHINGTON

POST OFFICE BUILDING
PORTLAND, OREGON

DEC 1 [illegible]

December 8, 1939

Mr. R. H. Baldock,
State Highway Engineer,
Salem, Oregon.

Dear Sir:

This is to confirm our verbal concurrence in award of contract, as of this date, for Oregon Federal Aid Project No. 180-H (1), Necarney Creek-Neahkahnie Mountain Section of Oregon Coast Highway, to K. L. Goulter, Seattle, Washington, who submitted the low bid.

Very truly yours,

W H Lynch

W. H. LYNCH,
District Engineer.

December 2, 1939

Mr. W. H. Lynch
District Engineer
Public Roads Administration
Post Office Box 3900
Portland, Oregon

Dear Sir:

We are enclosing herewith five copies of a letter sent to prospective bidders on the Necarney Creek-Neahkahnie Mountain Section, Project No. FA 180-H (1) advising of a provision to be added under the specifications for "Rubble Masonry." Likewise are enclosed five copies of revised special provision page number twenty.

Five copies of revised drawing number 6898 are being sent under separate cover.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/GS

Encl.

November 24, 1939

Mr. W. H. Lynch
District Engineer
Public Roads Administration
P. O. Box 3900
Portland, Oregon

Dear Sir:

We are enclosing herewith seven copies of revised estimate to accompany plans and specifications for the Necarney Creek-Neahkahnie Mountain Section, Project No. FA 180-H (2). Five copies of revised bid sheet number one are likewise enclosed.

Five copies of the plan summary sheet are being sent under separate cover.

These papers are being submitted on account of the quantity for "Truck Haul" being incorrect in those sent to you previously.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/ER

Encl.

Oregon State Highway Department　　　　Federal Aid Project No. 180-B (1)

McCARNEY CREEK-NEAHKAHNIE MOUNTAIN SECTION
OF THE OREGON COAST HIGHWAY IN TILLAMOOK COUNTY

(Estimate to accompany plans and specifications. Not as basis for project agreement.)

Salem, Oregon, November 24, 1939

Roadwork

All Required		Clearing and Grubbing	$ - -	$ 800.00
710	cu. yds.	Structural Excavation	5.00	3,550.00
230	cu. yds.	Trench Excavation	1.50	345.00
8,000	cu. yds.	Bench Excavation	.25	2,000.00
8,800	cu. yds.	Excavation Above Cut Slopes	1.50	13,200.00
8,800	cu. yds.	Excavation, Sta. 220 to 232+50	.35	3,080.00
77,000	cu. yds.	Excavation, Sta. 232+50 to 256+50	.85	65,450.00
3,700	cu. yds.	Excavation, Sta. 256+50 to 267+00	.35	1,295.00
1,000	cu. yds.	Loading and Spreading Topsoil	.50	500.00
150,000	yd. sta.	Overhaul	.01	1,500.00
26,000	yd. mi.	Truck Haul	.12	3,120.00
0.87	mile	Finishing Roadbed and Slopes	300.00	261.00
100	lin. ft.	8" Concrete Pipe	1.00	100.00
430	lin. ft.	18" Concrete Pipe	2.00	860.00
20	lin. ft.	30" Concrete Pipe	4.00	80.00
140	cu. yds.	Concrete Curb	20.00	2,800.00
270	cu. yds.	Class "A" Concrete	22.00	5,940.00
770	cu. yds.	Mortar Rubble Masonry in Parapets	20.00	15,400.00
2,000	cu. yds.	Mortar Rubble Masonry in Walls	20.00	40,000.00
250	cu. yds.	Dry Rubble Masonry	15.00	3,750.00
56,000	lbs.	Metal Reinforcement	.055	3,080.00
700	lbs.	Copper and Bronze	.80	560.00
			Subtotal	$167,671.00
			10% Engr. & Cont.	16,767.10
			Total	$184,438.10

Bridge - Sta. 244+62 to 245+42

70	cu. yds.	Structural Excavation	$ 5.00	$ 350.00
230	cu. yds.	Class "A" Concrete	22.00	5,060.00

30	cu. yds.	Mortar Rubble Masonry in Parapets	$ 20.00	$ 600.00
35	cu. yds.	Mortar Rubble Masonry in Facing	80.00	2,800.00
45,000	lbs.	Metal Reinforcement	.055	2,475.00
			Subtotal	$ 11,285.00
			10% Engr. & Cont.	1,128.50
			Total	$ 12,413.50

Length of Roadway	0.874 mile
Length of Bridge	0.015 mile
Total Length	0.889 mile
Cost per mile, Roadway	$211,027.57

SUMMARY OF FUNDS REQUESTED

Item	Total Cost	Federal Aid Funds	State Funds
Roadway	$ 184,438.10	$ 110,662.00	$ 73,776.10
Bridge	12,413.50	7,448.00	4,965.50
	$ 196,851.60	$ 118,110.00	$ 78,741.60

Oregon State Highway Department Federal Aid Project No. 180-H (1)

NECARNEY CREEK-NEAHKAHNIE MOUNTAIN SECTION

OF THE OREGON COAST HIGHWAY IN TILLAMOOK COUNTY

(Estimate to accompany plans and specifications. Not as basis for project agreement.)

Salem, Oregon, November 20, 1939

Roadwork

All Required		Clearing and Grubbing	$ - -	$ 800.00
710	cu. yds.	Structural Excavation	5.00	3,550.00
230	cu. yds.	Trench Excavation	1.50	345.00
8,000	cu. yds.	Bench Excavation	.25	2,000.00
8,800	cu. yds.	Excavation Above Cut Slopes	1.50	13,200.00
8,800	cu. yds.	Excavation, Sta. 220 to 232+50	.35	3,080.00
77,000	cu. yds.	Excavation, Sta. 232+50 to 256+50	.85	65,450.00
3,700	cu. yds.	Excavation, Sta. 256+50 to 267+00	.35	1,295.00
1,000	cu. yds.	Loading and Spreading Topsoil	.50	500.00
150,000	yd. sta.	Overhaul	.01	1,500.00
14,000	yd. mi.	Truck Haul	.12	1,680.00
0.87	mile	Finishing Roadbed and Slopes	300.00	261.00
100	lin. ft.	8" Concrete Pipe	1.00	100.00
430	lin. ft.	18" Concrete Pipe	2.00	860.00
20	lin. ft.	30" Concrete Pipe	4.00	80.00
140	cu. yds.	Concrete Curb	20.00	2,800.00
270	cu. yds.	Class "A" Concrete	22.00	5,940.00
770	cu. yds.	Mortar Rubble Masonry in Parapets	20.00	15,400.00
2,000	cu. yds.	Mortar Rubble Masonry in Walls	20.00	40,000.00
250	cu. yds.	Dry Rubble Masonry	15.00	3,750.00
56,000	lbs.	Metal Reinforcement	.055	3,080.00
700	lbs.	Copper and Bronze	.80	560.00
			Subtotal	$166,231.00
			10% Engr. & Cont.	16,623.10
			Total	$182,854.10

Bridge - Sta. 244+62 to 245+42

70	cu. yds.	Structural Excavation	$ 5.00	$ 350.00
230	cu. yds.	Class "A" Concrete	22.00	5,060.00
30	cu. yds.	Mortar Rubble Masonry in Parapets	20.00	600.00

35	cu. yds.	Mortar Rubble Masonry in Facing	$ 80.00	$ 2,800.00
45,000	lbs.	Metal Reinforcement	.055	2,475.00
			Subtotal	$ 11,285.00
			10% Engr. & Cont.	1,128.50
			Total	$ 12,413.50

Length of Roadway	0.874 mile
Length of Bridge	0.015 mile
Total Length	0.889 mile
Cost per mile, Roadway	$209,215.21

SUMMARY OF FUNDS REQUESTED

Item	Total Cost	Federal Aid Funds	State Funds
Roadway	$ 182,854.10	$ 109,712.00	$ 73,142.10
Bridge	12,413.50	7,448.00	4,965.50
	$ 195,267.60	$ 117,160.00	$ 78,107.60

November 22, 1939

Mr. W. H. Lynch
District Engineer
Public Roads Administration
P. O. Box 3900
Portland, Oregon

Dear Sir:

We are enclosing herewith five copies of special provision page number five for the Necarney Creek-Neahkahnie Mountain Section, Project No. FA 180-H (1), which page contains revised specifications under the subheads "Pay Quantity Limitations" and "Reshaping and Rehandling of Excavated Materials Not Considered Pay Excavation."

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/ER

Encl.

MCCARNEY CREEK-NEAHKAHNIE MOUNTAIN SECTION

PROJECT NO. FA 180-E (1)

All necessary right of way has been acquired for this project.

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

November 20, 1939

180-H-1

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION
DISTRICT ONE

MONTANA
OREGON
WASHINGTON

POST OFFICE BUILDING
PORTLAND, OREGON

November 22, 1939

Mr. R. H. Baldock,
State Highway Engineer,
Salem, Oregon.

Dear Sir:

P. S. and E. documents for Oregon Federal Aid Project No. 180-H (1), the Necarney Creek-Neahkahnie Mountain Section of the Oregon Coast Highway, have today been recommended for approval. This is your authority to advertise for bids, subject to final review and approval of the plans and specifications by the Commissioner of Public Roads.

Very truly yours,

W. H. LYNCH,
District Engineer.

By F E Andrews
F. E. Andrews,
Senior Highway Engineer.

CONTRACT # 2260

FAS 44-A-1 West Unit, Petersburg- 1939
Fairbanks Sec., Fifteen Mile
#2260 Creek Co. Rd.

RECEIVED
JAN 1 [illegible]
FOR FILING

FAS 111-A-1

January 15, 1941

Leonard & Slate
Multnomah, Oregon

Gentlemen:

At the meeting of the State Highway Commission held on November 15, 1940, the following action was taken on your request for an extension of time:

> "Leonard & Slate, Contract No. 2260, for grading surfacing and oiling the West Unit, Petersburgh-Fairbanks Section of the Fifteen Mile Creek County Road, in Wasco County, requested an extension of time of 14 days, from July 31 to August 14, 1940, within which to complete this contract. They stated that this project could have been graded at an earlier date but was purposely delayed in order that the oiling could be done immediately following the grading, thus insuring a better finished road; also that there was a substantial amount of oiling remaining to be done on their contract for the construction of the Lang Canyon-Arlington Section of the Columbia River Highway which highway carries heavy traffic. They felt that the public interests would be better served by completing the oiling on this job rather than the oiling of the Petersburgh-Fairbanks Project which carries a comparatively small amount of traffic. The Engineer advised that he knows of no good reason why this job could not have been completed within the specified time limit and accordingly recommended that the extension of time requested be granted but that the contractor be required to reimburse the state for extra engineering costs incurred for engineering supervision subsequent to the specified date of completion. A letter was presented from the Public Roads Administration concurring therein. The Commission approved the recommendation.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

By

Secretary

RS
cc - Wm. E. Chandler

RECEIVED
DEC 7 1940
FOR FILING

FAS 44-A-1

December 5, 1940

GREAT AMERICAN INDEMNITY COMPANY
c/o Harvey Wells-Reed Insurance Agency
Failing Building
Portland, Oregon

Gentlemen:

You are hereby notified that State Highway Contract No. 2260, for grading, surfacing, and oiling the West Unit, Petersburgh-Fairbanks Section of the Fifteenmile Creek County Road, in Wasco County, has been completed by the contractor, Leonard & Slate, and that final settlement will be made by the state with said contractor, for work done under said contract, on or after December 16, 1940.

The state is not advised of any unpaid claims for labor or materials, or the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the state assumes no responsibility for any such claims should there be any.

This notice is served upon you since you appear as surety on the bond furnished by the above contractor. Kindly acknowledge receipt of this letter.

For your information we wish to advise that the total amount paid the contractor in connection with this contract will be $10,903.02, and that no force account work was performed therein.

Very truly yours,

STATE HIGHWAY COMMISSION

By

Secretary

DGD:MBL

NOTED
D. G. DeSart

R.H.Baldock

October 25th, 1940

COST ANALYSIS-FINAL REPORT
West Unit, Petersburg-Fairbanks
Fifteen Mile Creek County Road, Wasco County
Contract #2260 Prefix 233-1007
Leonard & Slate, Contractors J. E. Peck, Resident Engineer

Description	Cost	Quantity	Unit Cost	Unit Bid	Gross Revenue
Clearing & Grubbing	$42.61	All			$250.00
Trench Excavation	26.00	20.0 cu. yd.	1.30	1.00	20.00
Excavation, Single Class	1,447.30	5,492.9 " "	0.26	0.20	1,098.58
Truck Haul	118.94	660.3 yd. mi.	0.18	0.20	132.06
Finish Roadbed & Slopes	294.77	2.0 Mile	147.38	200.00	400.00
Rounding Cutbanks	192.00	1,920 lin. ft.	0.10	0.10	192.00
12" Corr. Iron Pipe	10.06	10 " "	1.00	1.00	10.00
18" " " "	100.87	70 " "	1.44	2.00	140.00
Pit Run Gravel Base	1,532.82	7,258 cu. yd.	0.21	0.25	1,814.50
Haul Base	1,636.01	6,276.5 yd. mi.	0.26	0.20	1,255.30
Sprinkling	204.04	201.6 M-Gal.	1.01	1.00	201.60
Preparation of Base	460.84	2.94 Mile	156.70	150.00	441.00
Screen Mineral Aggregate in Place	2,937.49	937 cu. yd.	3.13	3.00	2,811.00
RC-3 Binder	1,283.44	63.537 Ton	20.20	20.00	1,270.74
SC-6	1,067.47	46.82 "	22.79	20.00	936.40
PA #1, Bbl. SC-6	14.06				13.46
	$11,368.72				$10,986.64

Total Cost	$11,368.72
Gross Revenue	10,986.64
Net Loss	$382.08

Net Loss Equals 3.5% of Gross Revenue

NOTED
State Highway Engineer

West Unit, Petersburg-Fairbanks

Detail of Cost

Labor:			
Supervision		$171.16	
Labor		2,308.96	
State Industrial Accident Insurance		161.21	
Unemployment Insurance		99.20	
Social Security		24.80	
			$2,765.35
Sub-Contract - Oiling - Norris Brothers:			
Preparation of Base	2.94 Mi. at $150.00	$441.00	
Place Min. Aggregate	937 cu. yd. at 1.25	1,171.25	
" RC-3 Binder	63.537 Tons at 7.00	444.76	
" SC-6	46.82 " " 7.00	327.74	
Bbl. Excess SC-6		13.46	
			2,398.21
Materials:			
12" Corr. Iron Pipe	10 lin. ft. at 0.71	$7.10	
18" " " "	70 " " " 1.03	72.10	
18" Bands	2 at 1.45	2.90	
Mineral Aggregate	937 cu. yd. at 1.75	1,639.75	
RC-3	63.537 Tons at 12.30	781.50	
SC-6	46.82 " " 14.90	697.62	
			3,200.97
Equipment Rental and Miscellaneous:			
Equipment Rental		$1,686.75	
Gas, Oil and Grease		480.45	
Main Office		384.53	
Hired Equipment		168.45	
Small Tools & Misc.		136.70	
Bond		109.86	
Explosives		37.50	
			3,004.24
			$11,368.72

West Unit, Petersburg-Fairbanks

REMARKS:

This contract was bid and awarded December 8th, 1939; work was started June 13th, 1940, and the contract was completed August 14th, 1940.

Excavation consisted of widening the existing road. Quantities only averaged 51 cu. yds. per station, and the bid of $0.20 was extremely low considering the nature of the work. A 96 h.p. tractor with 12 cu. yd. scraper and bulldozer, a 1½ cu. yd. shovel and 5 cu. yd. trucks were used.

Pit run gravel base was loaded out with 1½ cu. yd. shovel. A loss was sustained on the haul due to the use of 5 cu. yd. dumptor trucks which are slow and intended for use only in heavy excavation.

All oiling items were sub-contracted to Norris Brothers.

The contract was bid too low considering the size of the job. Costs would have been slightly less, however, if a smaller shovel and faster trucks had been used.

E. H. Clymer
Cost Analyst

By . . J. D. Nelson

RECEIVED
SEP 18 1940
FOR FILING

FAS 44-A-1

September 18, 1940

Great American Indemnity Co.
Harvey Wells-Reed Insurance Agency
Failing Building
Portland, Oregon

Gentlemen:

You are advised that it is the intention of the State Highway Commission to make semi-final payment to Leonard & Slate, on contract No. 2260, for grading, surfacing and oiling on the West Unit, Petersburgh-Fairbanks Section of the Fifteen Mile Creek County Road, in Wasco County. This payment will be made on or after September 28, 1940.

Kindly acknowledge receipt of this letter.

Yours very truly,

OREGON STATE HIGHWAY COMMISSION

By

RS

Secretary

NOTED
D. G. DeSart

RECEIVED
SEP 25 1940
FOR FILING

FAS 44-A-1

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATI

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

POST OFFICE BUILDING
PORTLAND, OREGON

Stencil No. 8.

IN YOUR REPLY PLEASE
REFER TO FILE No.________

September 7, 1940

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

Final inspection of Oregon Federal Aid Secondary Project No. FAS 44-A (1), West Unit, Petersburgh-Fairbanks Section, Fifteen Mile Road, was made by a representative of this office on August 26, 1940. Prompt submission of the final voucher will be appreciated.

Very truly yours,

W. H. LYNCH
District Engineer

By L J Caufield
L. J. Caufield
Sr. Highway Engineer

Tom

Form E-1—5M—9-39

FA [illegible]-A-1

OREGON STATE HIGHWAY COMMISSION
FIELD ENGINEER'S WEEKLY REPORT
FOR CONSTRUCTION PROJECTS ONLY

For Week Ending August 17, 1940

Section	Fairbanks-Petersburgh	*Kind of work*	Grading, Surfacing and Oiling
Highway	Fifteen Mile Creek Market Road	*Section prefix*	233-1007
Contractor	Leonard and Slate	*Contract number*	2260
Date of contract	December 8, 19~~40~~ 39	*Date of completion*	July 31, 1940
Date work started	June 13, 1940	~~*Estimated*~~ *date of completion*	August 14 1940
Amount of contract	$11,537.00	*Per cent of time elapsed*	100 %
Estimated cost of completed project, exclusive of engineering			$11,537.00
Per cent of contract completed, based on total contract price			100 %
Engineering cost to date,	$851.89, %	*Date project was completed*	August 14, 1940

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

This Project was oiled on Monday August 12th, was broomed and rolled on August 13th and 14th, the contractor finished cleaning ditches on Wednesday August 14th.

Mr. Chandler, Division Engineer was over Project on Wednesday August 14th.

Semi-Final estimate will be finishedcand shipped on Tuesday August 2oth, This will be the final report on this Project.

NOTED
RAY WEBBER

Signed

Address [illegible]

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project	3.0	3.0		3.0	
Miles partially completed	3.0	3.0		3.0	
Miles completed	3.0	3.0		3.0	
Total estimated quantities	6300	8800			
Estimated quantities moved or placed to date	6000	7500			
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day					
Hours per shift					
Average force on project for week					

Percentages of men employed on contract to be secured from:

.... County, ...%; .... County, ...%; .... County, ...%; .... County, ...%

	NUMBER USED AND SECURED FROM					CONTRACTOR'S KEY MEN, ETC.	TOTAL
	COUNTY	COUNTY	COUNTY	COUNTY	OTHER SOURCES		
Men							
Men and teams							
Men and trucks under 3 tons							
Men and trucks over 3 tons							
Men and tractors							

Equipment used during week: Shovels ...., Power graders ...., Rollers.........., Mixers ...., Crushing or screening plants ....,

Compressors ...., Bulldozers ...., Sheet-foot rollers ...., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday	Fair		
Monday	"		
Tuesday	"		
Wednesday	"		
Thursday	"		
Friday	"		
Saturday	"		

STATE PRINTING DEPT.

FAS 44-A-1

RECEIVED
AUG 13 1940
FOR FILING

FEDERAL WORKS
PUBLIC ROADS ADMINISTRATION

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

POST OFFICE BUILDING
PORTLAND, OREGON

Stencil No. 124

IN YOUR REPLY PLEASE
REFER TO FILE No. Oregon FAS 44-A (1)
W. Unit, Petersburg-Fairbanks Sec.,
Fifteen Mile Cr. County Road

June 10, 1940

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

We are forwarding herewith, for your files, an executed copy of the ____________________ project agreement and certificate for the above numbered project.

Very truly yours,

W. H. LYNCH
District Engineer

By L. J. Caufield
L. J. Caufield
Sr. Highway Engineer

Encls.

Ivon

Wa4pr-5287

Form P. R. 2

State Oregon

Federal Aid Secondary

Project No. FAS 44-A(1)

PROJECT AGREEMENT

MEMORANDUM OF AGREEMENT made this 8th day of May, 1940 by and between the Oregon State Highway Commission, constituting for the purpose hereof, the Highway Department of the State of Oregon hereinafter called the Highway Department, and the Federal Works Administrator, hereinafter called the Administrator, under and pursuant to the provisions of the act of Congress approved July 11, 1916 (39 Stat., 355), entitled "An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes," and of the act approved November 9, 1921 (42 Stat., 212), entitled "An Act to amend the Act entitled 'An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes,' approved July 11, 1916, as amended and supplemented, and for other purposes," and acts amendatory thereof or supplementary thereto; particularly Section 7 of the Act approved June 16, 1936, 49 Stat. 1521 (Public No. 686, 74th Congress):

Whereas the Highway Department of said State submitted on the 17th day of November, 1939, a project statement, which was approved on the 24th day of November, 1939, for the proposed construction of a project consisting of the road hereinafter described; and

Whereas the Highway Department, in accordance with the rules and regulations promulgated for the administration of the Federal Highway Act, has furnished surveys, plans, specifications, and estimates for Section A(1) of said project which were recommended for approval by the District Engineer of the Public Roads Administration on the 21st day of November 1939; and

Whereas the Administrator has certified to the Secretary of the Treasury his approval of said surveys, plans, specifications, and estimates, and the sum of Seven thousand, six hundred twenty and 00/100 dollars ($7,620.00) as the share of the United States payable under said act on account of Section A(1) of said project, which does not exceed the authorized Federal pro rata share of the approved total estimated cost thereof:

Now, therefore, in consideration of the premises and of the several promises to be faithfully performed by each, as hereinafter set forth, the Highway Department and the Administrator do hereby mutually agree as follows:

16—11379

FUNDS AT THE DISPOSAL OF THE HIGHWAY DEPARTMENT

ARTICLE I. Funds for the use of the Highway Department in the construction of said project have been made available in the following manner, to wit:

(a) By the State from Chap. 175, laws 1917; Chap. 51, laws 1929; Chap. 529, laws 1930.
(Include date and citation of act of legislature by which authorized)

(b) From other sources
(State how placed under direct control of Highway Department)

ROAD EMBRACED IN PROJECT

ARTICLE II. This agreement covers the following highway as described in detail in said surveys, plans, and specifications:

Between survey station 0+55 at a connection with the Dalles-California Highway in the NE 1/4 of the SE 1/4 of Sec. 32, and survey station 155+90 in the NE 1/4 of the NW 1/4 of Sec. 27, all in T. 2 N., R. 14 E., W.M.,

, length 2.944 miles, in Wasco County, being Section A(1) of Oregon Federal Aid Secondary project No. FAS 44, consisting of 2.944 miles of roadway and no bridges, ~~[illegible]~~ of more than 20 feet clear span.

~~[illegible]~~

CHARACTER AND METHOD OF CONSTRUCTION

ARTICLE III. The Highway Department will construct or cause to be constructed to final completion said project, in strict compliance with said plans and specifications, which are made a part hereof, under its direct supervision, which shall include adequate inspection throughout the course of construction, subject at all times to inspection and approval by the Administrator or his agents, and in accordance with the laws of said State, the rules and regulations of the Administrator, and the following conditions:

(*a*) It is agreed that the construction work on the project shall be performed by contract, unless the performance thereof by force account shall be approved by the Administrator or his authorized representatives. Such construction work as may be performed by force account shall be paid for on the basis of the units of work performed at the unit prices set forth in the estimate as approved by the Administrator, except that where the total actual cost is ascertained to be less than the estimate so approved the total Federal payments shall not exceed the Federal pro rata share of such total actual cost.

UNITED STATES PRO RATA SHARE OF THE COST OF SAID PROJECT

ARTICLE IV. The United States pro rata share of the value of the labor and materials which shall be actually put into the construction of Section A(1) of said project shall not in any event exceed the sum of Seven thousand, six hundred twenty and 00/100 dollars ($7,620.00), certified to the Secretary of the Treasury as above mentioned, which does not exceed the authorized Federal pro rata share of Twelve thousand, six hundred ninety and 70/100 dollars ($12,690.70), the approved total estimated cost of Section A(1) of said project.

PAYMENTS

ARTICLE V. As the construction of said project progresses, the Administrator shall from time to time draw warrants on the Secretary of the Treasury for the payment to the State Treasurer

(Official or depository)

hereby designated by the Highway Department for that purpose and authorized under the laws of said State to receive public funds of the State of Oregon
(Name)
of such sums as shall not, together with previous payments, exceed the United States pro rata share, as above specified, of the value, as determined by the Administrator after inspection and approval, of the labor and materials which have actually been put into said construction work in compliance with the requirements of Article III hereof.

The Administrator reserves the right to withhold such sum as he may deem necessary to insure completion of construction in compliance with said plans and specifications.

MAINTENANCE OF PROJECT

ARTICLE VI. The Highway Department will maintain said project in compliance with said acts of July 11, 1916, and November 9, 1921, out of funds which have been or will be made available therefor by said State in the manner herein set forth, to wit: Chap. [illegible], laws [illegible].
(Include reference to statute authorizing funds and probable amount annually available)

The Highway Department will use every means within its power to insure proper and permanent maintenance of said project, and to that end will provide for the constant making of needed repairs to preserve a smooth-surfaced highway.

Showing of authority of the Highway Department to execute agreements will be found in the agreement for project No. 112

In witness whereof the parties have hereunto affixed their signatures, the Highway Department on the day and year first above written and the Administrator on the ______ day of MAY 22 1940, 19___

OREGON STATE HIGHWAY COMMISSION
(Official title of Highway Department)

By Henry F Cabell
Chairman, State Highway Commission
(Title of officer)

By
Member, State Highway Commission
(Title of officer)

By ______
Member, State Highway Commission
(Title of officer)

By ______
______
(Title of officer)

By ______
______
(Title of officer)

FEDERAL WORKS ADMINISTRATOR,

By
Acting Commissioner of Public Roads.

U. S. GOVERNMENT PRINTING OFFICE 16—11879

Form PR. 3—Revised

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION

CERTIFICATE OF APPROVAL OF PLANS, SPECIFICATIONS, AND ESTIMATES

(Under "An Act to provide that the United States shall aid the States in the construction of rural roads, and for other purposes," approved July 11, 1916, and acts amendatory thereof and supplementary thereto.)

To

The Secretary of the Treasury, and

The State Highway Department of the State of Oregon

Pursuant to the acts above cited, I hereby certify—

First. That in accordance with the provisions of said acts, I have approved the plans, specifications, and estimates submitted by the State Highway Department of the State of Oregon for the construction of a highway designated in the records of this Agency as Federal Aid Secondary Project No. FAS 44-A(1) State of Oregon

Second. That in accordance with said provisions I have approved the sum of $ 12,080.70 as the total estimated cost of said project, and the sum of $ 7,680.00 as the share of the United States, payable under said acts on account of such project, which does not exceed the authorized Federal pro rata share of said total estimated cost.

Done at the city of Washington, this ______ day of MAY 22 1940

one thousand nine hundred and ______

Federal Works Administrator,

By H. J. O'Leary
Acting Commissioner of Public Roads.

U. S. GOVERNMENT PRINTING OFFICE 16—10130

FAS 44-A-1

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AUG 30 1940
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FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

(Stencil #28)

IN YOUR REPLY PLEASE
REFER TO FILE NO. Oregon FAS 44-A (1)
West Unit, Petersburgh-Fairbanks Sec.
Lower Fifteen Mile Creek Road

POST OFFICE BUILDING
PORTLAND, OREGON

April 24, 1940

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

We are forwarding herewith two copies of proposed project agreement for signature and return to this office.

Enclosed is an approved copy of the detail estimate, upon which the agreement was based, together with approved copy of specifications.

Very truly yours,

W. H. LYNCH
District Engineer

By A.F. Morris
A. F. Morris
Sr. Highway Engineer

RECEIVED
JUL 22 1940
FOR FILING

FAS 44-A-1

March 19, 1940

Mr. W. H. Lynch
District Engineer
Public Roads Administration
Post Office Box 3900
Portland, Oregon

Dear Sir:

Herewith are enclosed seven copies of estimate as basis for project agreement for the West Unit, Petersburgh-Fairbanks Section, Project No. FAS 44-A (1).

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/GS

Encl.

Oregon State Highway Department

Federal Aid Secondary
Project No. FAS 44-A (1)

WEST UNIT, PETERSBURG-FAIRBANKS SECTION
OF THE LOWER FIFTEEN MILE CREEK ROAD IN WASCO COUNTY

(Estimate as basis for project agreement. Based on low bid prices.)

Salem, Oregon, March 14, 1940

All Required		Clearing and Grubbing	$ - -	$ 250.00
60	cu. yds.	Trench Excavation	1.00	60.00
6,500	cu. yds.	Excavation, Single Classif.	.20	1,300.00
800	yd. mi.	Truck Haul	.20	160.00
2.00	miles	Finishing Roadbed and Slopes	200.00	400.00
800	lin. ft.	Rounding Cutbanks	.10	80.00
16	lin. ft.	12" Corr. Iron Pipe	1.00	16.00
120	lin. ft.	18" Corr. Iron Pipe	2.00	240.00
8,800	cu. yds.	Pit Run Gravel Base	.25	2,200.00
8,800	yd. mi.	Hauling Gravel, Truck Measure	.20	1,760.00
400	cu. yds.	Filler	.25	100.00
400	yd. mi.	Hauling Filler	.20	80.00
500	M-gal.	Sprinkling	1.00	500.00
2.94	miles	Preparation of Base	150.00	441.00
650	cu. yds.	Screened Mineral Aggregate in Place	3.00	1,950.00
50	tons	RC-3 Asphalt in Binder Course	20.00	1,000.00
50	tons	SC-6 Road Oil in Place	20.00	1,000.00
			Subtotal	$ 11,537.00
			10% Engr. & Cont.	1,153.70
			Total	$ 12,690.70

Length of Roadway	2.937 miles
Length of Bridge	.067 mile
Total Length	2.944 miles
Cost per mile	$ 4,310.69

Note: Oiling is to be constructed across bridge.

FAS Funds- -	$ 7,620.00
State Funds- -	5,070.70
	$ 12,690.70

State Funds for Construction: Chap. 175, laws 1917; Chap. 31, laws 1920;
Chap. 529, laws 1939
Funds for Maintenance: Chap. 529, laws 1939

[illegible] DEC 26 1939 [illegible]

WJ-R-1

December 22, 1939

LEONARD & SLATE
Multnomah, Oregon

Gentlemen:

We are sending you today by express a fully executed copy of Contract No. 2260 which was awarded to you on December 8, 1939, by the State Highway Commission covering the grading, surfacing, and oiling of the West Unit, Petersburgh-Fairbanks Section of Fifteenmile Creek County Road, in Wasco County. We are also sending a fully executed copy to the surety on your bond.

This copy of the contract is for your records and files.

Very truly yours,

STATE HIGHWAY COMMISSION
By

Surety

MBL

#2260

RECEIVED
DEC 14 1939

December 13, 1939

LEONARD & SLATE
Multnomah, Oregon

Gentlemen:

We are sending you today by express four copies of Contract No. 2260 which was awarded to you by the State Highway Commission on December 8, 1939, covering the grading, surfacing and oiling of the West Unit, Petersburgh-Fairbanks Section of the Fifteen Mile Creek County Road, in Wasco County.

Kindly execute all four copies of this contract as to agreement and bond and return them to this office for approval by the State Highway Commission. When this has been done a fully executed copy will be returned to you for your records and files. We will also send an executed copy to the surety on your bond.

Your special attention is called to the paragraph under Section 5 (page 14) of the printed General Provisions, relating to the Workmen's Compensation Act. You are expected to accept the terms of this Act and to carry on your work under this contract in strict conformity thereto.

Your attention is also called to the mimeographed page immediately preceding the colored pages, relating to payment by the contractor of amounts due hospital associations, et cetera.

Very truly yours,

STATE HIGHWAY COMMISSION
By

Secretary

MBL

FORM 5-A-1 3M 4-39

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
HURON W. CLOUGH, CANYONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

C. B. McCULLOUGH
ASSISTANT HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

IN REPLY PLEASE
REFER TO FILE NO.

RECEIVED
DEC 14 1939
FOR FILING

FAS 44-A-1

December 12, 1939

Mr. W. H. Lynch
District Engineer
Public Roads Administration
Post Office Box 3900
Portland, Oregon

Attention: Mr. T. M. Davis

Dear Sir:

We are enclosing herewith three signed copies of maintenance agreement and three signed copies of resolution relative to encroachments and traffic, for Project FAS 44-A (1), West Unit of the Petersburg-Fairbanks Section of the Lower Fifteen Mile Creek County Road in Wasco County.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

Oscar Cutler
Asst. Office Engineer

OC:ME

Encl.

Mr Nash

FAS 41-A-1

December 9, 1939

Leonard & Slate
Multnomah, Oregon

Gentlemen:

The State Highway Commission on December 8, 1939, awarded you the contract for 2.0 miles grading and 2.94 miles surfacing and oiling on the West Unit, Petersburgh-Fairbanks Section of the Fifteen Mile Creek County Road, in Wasco County. This award was based on your low bid of $11,537 submitted on that date.

Contract forms will be sent to you for execution within the next few days.

Very truly yours,

AM

Secretary

cc - Mr. S. H. Probert
Mr. O. S. Paxson

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION
DISTRICT ONE

MONTANA
OREGON
WASHINGTON

POST OFFICE BUILDING
PORTLAND, OREGON

December 8, 1939

Mr. R. H. Baldock,
State Highway Engineer,
Salem, Oregon.

Dear Sir:

This is to confirm our verbal concurrence in award of contract, as of this date, for Oregon Federal Aid Secondary Project No. 44-A (1), West Unit, Petersburgh-Fairbanks Section of Fifteen Mile Creek County Road, to Leonard and Slate, Multnomah, Oregon, who submitted the low bid.

Very truly yours,

W H Lynch

W. H. LYNCH,
District Engineer.

December 2, 1939

Mr. W. H. Lynch
District Engineer
Public Roads Administration
Post Office Box 3900
Portland, Oregon

Dear Sir:

All necessary right of way has been acquired for the West Unit, Petersburgh-Fairbanks Section, Project No. FAS 44-A (1).

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/GS

F.A.S. 44-A-1

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION
DISTRICT ONE

MONTANA
OREGON
WASHINGTON

POST OFFICE BUILDING
PORTLAND, OREGON

November 21, 1939

Mr. R. H. Baldock,
State Highway Engineer,
Salem, Oregon.

Dear Sir:

P. S. and E. documents for Oregon Federal Aid Secondary Project No. FAS 44-A (1), the West Unit, Petersburgh-Fairbanks Section of the Lower Fifteen Mile Creek Road, have today been recommended for approval. This is your authority to advertise for bids, subject to final review and approval of the plans and specifications by the Commissioner of Public Roads.

Concurrence in award will be withheld until the right to occupy and use the right-of-way is secured.

Very truly yours,

W. H. LYNCH,
District Engineer.

By
F. E. Andrews,
Senior Highway Engineer.

November 15, 1939

Mr. W. H. Lynch
District Engineer
Public Roads Administration
Post Office Box 3900
Portland, Oregon

Dear Sir:

We are enclosing herewith five copies of special provision page number 1 for the West Unit, Petersburgh-Fairbanks Section, Project No. FAS 44-A (1), which page has been revised by changing the time of receiving bids to December 8, 1939.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/MB

Encl.

October 14, 1939

Mr. W. H. Lynch
District Engineer
Public Roads Administration
P. O. Box 3900
Portland, Oregon

Dear Sir:

Herewith are enclosed seven copies of estimate and three copies of right of way statement to accompany plans and specifications for the West Unit, Petersburgh-Fairbanks Section, Project No. FAS 44-A (1).

Five bid proposals and five sets of blueprint plans are being sent under separate cover.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/GS

Encl.

Oregon State Highway Department

Federal Aid Secondary
Project No. FAS 44-A(1)

WEST UNIT, PETERSBURG-FAIRBANKS SECTION
OF THE LOWER FIFTEEN MILE CREEK ROAD IN WASCO COUNTY

(Estimate to accompany plans and specifications. Not as basis for project agreement.)

Salem, Oregon, October 14, 1939

All Required		Clearing and Grubbing	$ - -	$ 100.00
60	cu. yds.	Trench Excavation	1.00	60.00
6,500	cu. yds.	Excavation, Single Classif.	.35	2,275.00
800	yd. mi.	Truck Haul	.15	120.00
2.00	miles	Finishing Roadbed and Slopes	150.00	300.00
800	lin. ft.	Rounding Cutbanks	.10	80.00
16	lin. ft.	12" Corr. Iron Pipe	1.50	24.00
120	lin. ft.	18" Corr. Iron Pipe	2.50	300.00
8,800	cu. yds.	Pit Run Gravel Base	.35	3,080.00
8,800	yd. mi.	Hauling Gravel, Truck Measure	.15	1,320.00
400	cu. yds.	Filler	.40	160.00
400	yd. mi.	Hauling Filler	.15	60.00
500	M-gal.	Sprinkling	1.50	750.00
2.94	miles	Preparation of Base	300.00	882.00
650	cu. yds.	Screened Mineral Aggregate in Place	1.50	975.00
50	tons	RC-3 Asphalt in Binder Course	22.00	1,100.00
50	tons	SC-6 Road Oil in Place	22.00	1,100.00
			Subtotal	$ 12,686.00
			10% Engr. & Cont.	1,268.60
			Total	$ 13,954.60

Length of Roadway	2.937 miles
Length of Bridge	.007 mile
Total Length	2.944 miles
Cost per mile	$ 4,740.01

Note: Oiling is to be constructed across bridge.

FAS Funds- -	$ 8,380.00
State Funds- -	5,574.60
	$ 13,954.60

WEST UNIT, PETERSBURGH-FAIRBANKS SECTION

PROJECT NO. FAS 44-A (1)

While negotiations for right of way are in progress, two parcels have not been acquired, nor has the right to occupy and use these parcels been secured, but it is now believed that the right of way can be made fully available within 16 days.

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

October 14, 1939

CONTRACT # [redacted] 2261

FAS 21-A-1 Cow Hollow Creek-Owyhee 1939
School, Vale-Adrian Co. Rd.
#2261

RECEIVED
A[illegible] 13 1940
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FEDERAL WORKS AGENC,
PUBLIC ROADS ADMINISTRATION

FAS 21-A-1

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

POST OFFICE BUILDING
PORTLAND, OREGON

Stencil No. 13[illegible]

IN YOUR REPLY PLEASE
REFER TO FILE No. Oregon FAS 21-A (1)
Cow Hollow Creek-Owyhee School,
Vale-Adrian County Road

June 10, 1940

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

We are forwarding herewith, for your files, an executed copy of the ________________ project agreement and certificate for the above numbered project.

Very truly yours,

W. H. LYNCH
District Engineer

By Caufield
L. J. Caufield
Sr. Highway Engineer

Encls.

Fon

Wa-pr-5144

Form P. R. 2

State Oregon

Federal Aid Secondary Project No. FAS 21-A(1)

PROJECT AGREEMENT

MEMORANDUM OF AGREEMENT made this 8th day of May, 1940 by and between the Oregon State Highway Commission, constituting for the purpose hereof, the Highway Department of the State of Oregon hereinafter called the Highway Department, and the Federal Works Administrator, hereinafter called the Administrator, under and pursuant to the provisions of the act of Congress approved July 11, 1916 (39 Stat., 355), entitled "An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes," and of the act approved November 9, 1921 (42 Stat., 212), entitled "An Act to amend the Act entitled 'An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes,' approved July 11, 1916, as amended and supplemented, and for other purposes," and acts amendatory thereof or supplementary thereto; particularly Section 7 of the Act approved June 16, 1936, 49 Stat. 1521 (Public No. 686, 74th Congress):

Whereas the Highway Department of said State submitted on the 2nd day of February, 1939, a project statement, which was approved on the 4th day of November, 1939, for the proposed construction of a project consisting of the road hereinafter described; and

Whereas the Highway Department, in accordance with the rules and regulations promulgated for the administration of the Federal Highway Act, has furnished surveys, plans, specifications, and estimates for Section A(1) of said project which were recommended for approval by the District Engineer of the Public Roads Administration on the 22nd day of November 1939; and

Whereas the Administrator has certified to the Secretary of the Treasury his approval of said surveys, plans, specifications, and estimates, and the sum of Eight thousand, seven hundred twenty and 00/100 dollars ($8,720.00) as the share of the United States payable under said act on account of Section A(1) of said project, which does not exceed the authorized Federal pro rata share of the approved total estimated cost thereof:

Now, therefore, in consideration of the premises and of the several promises to be faithfully performed by each, as hereinafter set forth, the Highway Department and the Administrator do hereby mutually agree as follows:

16—11379

FUNDS AT THE DISPOSAL OF THE HIGHWAY DEPARTMENT

ARTICLE I. Funds for the use of the Highway Department in the construction of said project have been made available in the following manner, to wit:

(a) By the State from Chap. 175, laws 1917; Chap. 31, laws 1920; Chap. 528, laws 1939.
(Include date and citation of act of legislature by which authorized)

(b) From other sources
(State how placed under direct control of Highway Department)

ROAD EMBRACED IN PROJECT

ARTICLE II. This agreement covers the following highway as described in detail in said surveys, plans, and specifications:

Between survey station 102+50 on the south line of the SW 1/4 of Section 27, T. 20 S., R. 46 E., and survey station 320+45 in the SW 1/4 of Sec. 9, T. 20 S., R. 46 E., W.M., excepting therefrom the bridge between station 206+95 and station 209+16.

, length 4.086 miles, in Malheur County,

being Section A(1) of Oregon Federal Aid Secondary project No. FAS 21, consisting of 4.086 miles of roadway and no bridges, [illegible] of more than 20 feet clear span,*

16—11379 GPO

[illegible]

CHARACTER AND METHOD OF CONSTRUCTION

ARTICLE III. The Highway Department will construct or cause to be constructed to final completion said project, in strict compliance with said plans and specifications, which are made a part hereof, under its direct supervision, which shall include adequate inspection throughout the course of construction, subject at all times to inspection and approval by the Administrator or his agents, and in accordance with the laws of said State, the rules and regulations of the Administrator, and the following conditions:

(*a*) It is agreed that the construction work on the project shall be performed by contract, unless the performance thereof by force account shall be approved by the Administrator or his authorized representatives. Such construction work as may be performed by force account shall be paid for on the basis of the units of work performed at the unit prices set forth in the estimate as approved by the Administrator, except that where the total actual cost is ascertained to be less than the estimate so approved the total Federal payments shall not exceed the Federal pro rata share of such total actual cost.

UNITED STATES PRO RATA SHARE OF THE COST OF SAID PROJECT

ARTICLE IV. The United States pro rata share of the value of the labor and materials which shall be actually put into the construction of Section A(1) of said project shall not in any event exceed the sum of Eight thousand, seven hundred twenty and 00/100 dollars ($8,720.00), certified to the Secretary of the Treasury as above mentioned, which does not exceed the authorized Federal pro rata share of Fourteen thousand, five hundred eighteen and 68/100 dollars ($14,518.68), the approved total estimated cost of Section A(1) of said project.

PAYMENTS

ARTICLE V. As the construction of said project progresses, the Administrator shall from time to time draw warrants on the Secretary of the Treasury for the payment to the State Treasurer

(Official or depository)

hereby designated by the Highway Department for that purpose and authorized under the laws of said State to receive public funds of the State of Oregon

(Name)

of such sums as shall not, together with previous payments, exceed the United States pro rata share, as above specified, of the value, as determined by the Administrator after inspection and approval, of the labor and materials which have actually been put into said construction work in compliance with the requirements of Article III hereof.

The Administrator reserves the right to withhold such sum as he may deem necessary to insure completion of construction in compliance with said plans and specifications.

MAINTENANCE OF PROJECT

ARTICLE VI. The Highway Department will maintain said project in compliance with said acts of July 11, 1916, and November 9, 1921, out of funds which have been or will be made available therefor by said State in the manner herein set forth, to wit: Chap. 175, laws 1917; Chap.

(Include reference to statute authorizing

31, laws 1920; Chap. 529, laws 1929.

funds and probable amount annually available)

The Highway Department will use every means within its power to insure proper and permanent maintenance of said project, and to that end will provide for the constant making of needed repairs to preserve a smooth-surfaced highway.

Showing of authority of the Highway Department to execute agreements will be found in the agreement for project No. 112

In witness whereof the parties have hereunto affixed their signatures, the Highway Department on the day and year first above written and the Administrator on the ______ day of MAY 21 1940, 19___

OREGON STATE HIGHWAY COMMISSION
(Official title of Highway Department)

By Henry F. Cabell
Chairman, State Highway Commission
(Title of officer)

By ______
Member, State Highway Commission
(Title of officer)

By ______
Member, State Highway Commission
(Title of officer)

By ______
______
(Title of officer)

By ______
______
(Title of officer)

FEDERAL WORKS ADMINISTRATOR,

By H. J. O'Leary
Acting Commissioner of Public Roads.

U. S. GOVERNMENT PRINTING OFFICE 16—11379

Form PR. 3—Revised

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION

CERTIFICATE OF APPROVAL OF PLANS, SPECIFICATIONS, AND ESTIMATES

(Under "An Act to provide that the United States shall aid the States in the construction of rural roads, and for other purposes," approved July 11, 1916, and acts amendatory thereof and supplementary thereto.)

To

The Secretary of the Treasury, and

The State Highway Department of the State of Oregon

Pursuant to the acts above cited, I hereby certify—

First. That in accordance with the provisions of said acts, I have approved the plans, specifications, and estimates submitted by the State Highway Department of the State of Oregon for the construction of a highway designated in the records of this Agency as Project No. FAS 21-A(1) State of Oregon

Second. That in accordance with said provisions I have approved the sum of $ 14,518.68 as the total estimated cost of said project, and the sum of $ 8,720.00 as the share of the United States, payable under said acts on account of such project, which does not exceed the authorized Federal pro rata share of said total estimated cost.

Done at the city of Washington, this ______ day of MAY 21 1940
one thousand nine hundred and ______

Federal Works Administrator,

By ______
Acting Commissioner of Public Roads.

U. S. GOVERNMENT PRINTING OFFICE 10—10139

R.W. Baldock / [illegible]

May 14th, 1940

COST ANALYSIS - FINAL REPORT
Vale-Adrian County Road, Cow Hollow Creek-Owyhee School Section
Contract 2261 Prefix 223-1024
M. L. O'Neil & Son, Contractors
Dean Swift, Resident Engineer

Item	Cost	Quantity	Unit Cost	Unit Bid	Gross Revenue
Clearing & Grubbing	$143.00	100%			$500.00
Trench Excavation	556.40	856 cu. yd.	0.65	0.75	642.00
Excavation, Single Class	4,058.30	26,760.6 cu. yd.	0.15	0.16	4,281.70
Overhaul	202.12	20,211.8 yd. sta.	0.01	0.01	202.12
Truck Haul	424.20	5,302.5 yd. mi.	0.08	0.08	424.20
Finish Roadbed & Slopes	571.00	4.09 Miles	140.00	125.00	511.25
12" Concrete Pipe	523.80	582 lin. ft.	0.90	1.00	582.00
15" Corr. Iron Pipe	8.75	6 " "	1.46	1.50	9.00
18" Concrete Pipe	444.00	240 " "	1.85	1.95	468.00
60" Corr. Iron Pipe	552.95	46.5 " "	11.90	10.90	506.85
12" Concrete Siphon Pipe	279.00	80 " "	1.55	1.25	225.00
18" " " "	156.00	60 " "	2.60	2.25	135.00
24" " " "	210.00	60 " "	3.50	3.25	195.00
Salvaging Culvert Pipe	109.00	218 " "	0.50	0.35	76.30
Class "A" Concrete	813.62	23.93 cu. yd.	34.00	32.00	765.76
Selected Roadbed Topping	1,767.33	8,001 " "	0.22	0.24	1,920.24
Hauling Roadbed Topping	2,009.02	17,158.5 yd. mi.	0.12	0.10	1,715.85
	$12,828.49				$13,160.27

Gross Revenue	$13,160.27
Total Cost	12,828.49
Net Profit	$331.78

Net Profit Equals 2.5% of Gross Revenue

Detail of Cost

Labor:

Supervision	$350.00	
Labor	3,159.09	
State Industrial Accident Insurance	105.44	
Social Security & Unemployment Insurance	140.63	$3,755.16

Materials:

12" Concrete Pipe	582 lin. ft.	at $0.70	$407.40	
18" " "	240 " "	" 1.50	360.00	
12" Concrete Siphon Pipe	180 " "	" 0.70	126.00	
18" " " "	60 " "	" 1.50	90.00	
24" " " "	60 " "	" 2.00	120.00	
15" Corr. Iron Pipe	6 " "	" 0.99	5.94	
15" " " " Bands	1 each	" 1.51	1.51	
60" " " "	46.5 lin. ft.	" 9.62	447.33	
60" " " " "	3 each	" 8.54	25.62	1,583.80

Equipment Rental, Supplies & Miscellaneous:

Equipment Rental & Repairs	$5,300.00	
Gas, Oil and Grease	800.09	
Small Tools, Supplies & Misc.	265.00	
Moving In	450.00	
Overhead Expense	75.60	
Bond 1% of Gross Revenue	131.60	
Home Office 1% of " "	131.60	
Philpott, Sub-Contractor	335.64	7,489.53
		$12,828.49

Detail of Cost

Labor:

Supervision	$350.00	
Labor	3,159.09	
State Industrial Accident Insurance	105.44	
Social Security & Unemployment Insurance	140.63	$3,755.16

Materials:

12" Concrete Pipe		582 lin. ft.	at	$0.70	$407.40	
18" " "		240 " "	"	1.50	360.00	
12" Concrete Siphon Pipe		180 " "	"	0.70	126.00	
18" " " "		60 " "	"	1.50	90.00	
24" " " "		60 " "	"	2.00	120.00	
15" Corr. Iron Pipe		6 " "	"	0.99	5.94	
15" " " "	Bands	1 each	"	1.51	1.51	
60" " " "		46.5 lin. ft.	"	9.62	447.33	
60" " " "	"	3 each	"	8.54	25.62	1,583.80

Equipment Rental, Supplies & Miscellaneous:

Equipment Rental & Repairs	$5,300.00	
Gas, Oil and Grease	800.09	
Small Tools, Supplies & Misc.	265.00	
Moving In	450.00	
Overhead Expense	75.60	
Bond 1% of Gross Revenue	131.60	
Home Office 1% of " "	131.60	
Philpott, Sub-Contractor	335.64	7,489.53
		$12,828.49

Cow Hollow Creek-Owyhee School Section

REMARKS:

This contract consisted of the regrading of 4.08 miles of roadbed and the construction of 4.08 miles of pit run gravel roadbed topping. It was bid December 7th, 1939; work was started December 9th and finished April 13th, 1940.

The single class excavation was composed of material that was picked up easily by the cats and LeTourneau scrapers. About 1,500 cu. yds. on the longest haul was moved with two 14 cu. yd. Tournapulls.

Two 14 cu. yd. LeTournapulls were used to perform the topping work. In picking up a load an RD-8 cat was utilized in pushing the pulls. To pick up and move 8,001 cu. yds. for an average distance of 2.14 miles, a total of 240 hours of Tournapull time was used, for an average of 33 cu. yds. per hour. The costs on the topping were computed on the average basis of 15% of equipment time for loading and discharging and 85% for haul.

At average bid prices the use of this type of equipment for topping work on fair haul roads and at present speeds appears to be limited to a distance of 3½ [illegible] to 4 miles. Beyond this distance, shovel and trucks are more economical.

During the course of this job the weather remained somewhat unsettled and caused intermittent operations. Also the bid prices were none too high for winter operation and for such small quantities.

E. H. Clymer
Cost Analyst

By . . Henry Jullum

[illegible] MAY 1 [illegible]

FAS 21-A-1

May 11, 1940

Great American Indemnity Company,
Harvey Wells-Reed Insurance Agency, Agents,
Failing Building,
Portland, Oregon.

Gentlemen:

You are hereby notified that State Highway Contract No. 2261, for the construction of the Cow Hollow Creek-Owyhee School Section of the Vale-Adrain County Road in Malheur County, has been completed by the contractors, H. L. O'Neil & Son, and that final settlement will be made by the State with said contractors for work done under said contract on or after May 21, 1940.

The State is not advised of any unpaid claims for labor or material, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the State assumes no responsibility for any such claims should there be any.

This notice is served upon you as you appear as surety on the bond furnished by the above contractors. Kindly acknowledge receipt of this letter.

For your information we wish to advise that the total amount paid the above contractors in connection with this contract will be $15,180.27, including the final payment.

Very truly yours,

STATE HIGHWAY COMMISSION

By

Secretary.

Dict. by J. McFarland.

RECEIVED
A[illegible] 2 1 1940
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FAS 21-A-1

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION
DISTRICT ONE

MONTANA
OREGON
WASHINGTON

POST OFFICE BUILDING
PORTLAND, OREGON

MAY 9 -

May 8, 1940

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

Final inspection of Oregon FAS 21-A (1), Cow Hollow Creek-Owyhee School, Vale-Adrian Road, was made by a representative of this office on April 27, 1940.

We have not yet received the two copies of the draft of the project agreement which were forwarded you for signature and return April 12, 1940, nor the customary copies of the contract.

We call to your attention that this project is to be financed with 1938 Federal Aid Secondary funds which will lapse if the agreement is not completed by June 30 of this year.

Prompt submission of the final voucher and other documents will be appreciated.

Very truly yours,

W. H. LYNCH
District Engineer

By L Caufield
L. J. Caufield
Sr. Highway Engineer

Jack —
How much do we lack of having all 38 funds under contract—?
[illegible]

38 funds ok
[illegible]

RECEIVED
MAY 1 1940
FOR FILING

FAS 21-A-1

April 30, 1940

Great American Indemnity Company,
Harvey Wells-Reed Insurance Agency, Agents,
Failing Building,
Portland, Oregon.

Gentlemen:

You are advised that it is the intention of the State Highway Commission to make semi-final payment to N. L. O'Neil & Son on Contract No. 2261, for the construction of the Cow Hollow Creek-Owyhee School Section of the Vale-Adrian County Road in Malheur County. This payment will be made on or after May 10, 1940.

Kindly acknowledge receipt of this letter.

Very truly yours,

STATE HIGHWAY COMMISSION

By

Secretary.

Dist. by J. McFarland.

FORM 5-A-1 5M 5-39

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
HURON W. CLOUGH, CANYONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

C. B. McCULLOUGH
ASSISTANT STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION

~~SALEM~~
XXXXXXX

FAS 21-A-1

Baker, Ore.
April,13,1940

IN REPLY PLEASE REFER TO FILE NO.

NOTED
Asst. State Highway Engineer

Mr. V.H.Lynch, Dist. Engr.
Public Roads Adminstration
Portland, Oregon.

Dear Sir:

Work finished this date (Apr.13th) on the Cow Hollow & Owyhee School section of the Vale - Adrian Road. Contract No.2261, FAS 21-A (1).

Very truly yours,

Dean Swift
Res. Engineer

cc Mr. R.H.Baldock
H.G.Smith
W.C.Williams

Form E-1—5M—3-39

=6L21-U-1

GON STATE HIGHWAY COMMISS

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending April 13,1940, 193

Section Cow Hollow - Owyhee School

Kind of work Grad and Surf.

Highway Vale - Adrian Road

Section prefix 223-1024

Contractor M.L.O'Neil and Son.

Contract number 2261

Date of contract Dec.11,1939, 193

Date of completion June 30 1940, 193

Date work started Jan.9,1940, 193

Estimated date of completion Apr.13,1940, 193

Amount of contract $ 13,198.80

Per cent of time elapsed 70 %

Estimated cost of completed project, exclusive of engineering $ 13,000

Per cent of contract completed, based on total contract price 100 %

Engineering cost to date, $ 820, 6.3 %

Date project was completed , 193

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

All of the machinery moved off of this job the first of the week. Two men have been shaping shoulders , ditches, and approaches most of the week. and finished making some adjustments to Reclamation laterals today.

Work finished today.

RAY W. WEBBER

NOTED

GEO.

CKETT

NOTED
VAN SCOY

Signed Dean Swift

Address Baker, Ore.

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project	4.08	4.08			
Miles partially completed					
Miles completed	4.08	4.08			
Total estimated quantities	29,000	8,500			
Estimated quantities moved or placed to date	26,000	8,000			
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day		1			
Hours per shift		7			
Average force on project for week		2			

Percentages of men employed on contract to be secured from:

.... County, ...%; .... County, ...%; .... County, ...%; .... County, ...%

	NUMBER USED AND SECURED FROM					CONTRACTOR'S KEY MEN, ETC.	TOTAL
	COUNTY	COUNTY	COUNTY	COUNTY	OTHER SOURCES		
Men							
Men and teams							
Men and trucks under 3 tons							
Men and trucks over 3 tons							
Men and tractors							

Equipment used during week: Shovels ...., Power graders ...., Rollers ...., Mixers ...., Crushing or screening plants ....,

Compressors ...., Bulldozers ...., Sheet-foot rollers ...., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday			
Monday			
Tuesday			
Wednesday			
Thursday			
Friday			
Saturday			

(Stencil #28)

RECEIVED
[illegible]P 1[illegible]1940
FOR FILING

FAS 21-A-1

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

POST OFFICE BUILDING
PORTLAND, OREG.

IN YOUR REPLY PLEASE REFER TO

FILE No. Oregon FAS 21-A (1)
Cow Hollow-Owyhee School Sec.
Vale-Adrian Road

April 12, 1940

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

We are forwarding herewith two copies of proposed project agreement for signature and return to this office.

Enclosed also is an approved copy of the detail estimate, upon which the agreement was based, together with approved copy of specifications.

Very truly yours,

W. H. LYNCH
District Engineer

By L. Caufield
L. J. Caufield
Sr. Highway Engineer

Encls.

RECEIVED
JUL 22 1940
FOR FILING

FAS 21-A-1

February 3, 1940

Mr. W. H. Lynch
District Engineer
Public Roads Administration
Post Office Box 3900
Portland, Oregon

Dear Sir:

Herewith are enclosed seven copies of estimate as basis for project agreement for the Cow Hollow-Owyhee School Section, Project No. FAS 21-A (1).

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/GS

Encl.

Oregon State Highway Department

Federal Aid Secondary
Project No. FAS 21-A (1)

COW HOLLOW-OWYHEE SCHOOL SECTION
OF THE VALE-ADRIAN ROAD IN MALHEUR COUNTY

(Estimate as basis for project agreement. Based on low bid prices.)

Salem, Oregon, December 29, 1939.

All Required		Clearing and Grubbing	$- -	$ 500.00
230	cu. yds.	Trench Excavation	.75	172.50
29,000	" "	Excavation, Single Classification	.16	4,640.00
31,000	yd. sta.	Overhaul	.01	310.00
2,300	yd. mi.	Truck Haul	.08	184.00
4.08	miles	Finishing Roadbed & Slopes	125.00	510.00
600	lin. ft.	12" Concrete Pipe	1.00	600.00
10	" "	15" Corrugated Iron Pipe	1.50	15.00
260	" "	18" Concrete Pipe	1.95	507.00
52	" "	60" Corrugated Iron Pipe	10.90	566.80
40	" "	12" Concrete Siphon Pipe	1.25	50.00
66	" "	18" Concrete Siphon Pipe	2.25	148.50
180	" "	24" Concrete Siphon Pipe	3.25	585.00
140	" "	Salvaging Culvert Pipe	.35	49.00
60	" "	Salvaging 1½" Water Pipe	.15	9.00
16	cu. yds.	Class "A" Concrete	32.00	512.00
8,500	" "	Selected Roadbed Topping	.24	2,040.00
18,000	yd. mi.	Hauling Roadbed Topping	.10	1,800.00
			Subtotal..........	$13,198.80
			10% Engr. & Cont..	1,319.88
			Total..............	$14,518.68

Length	4.088 miles
Cost per mile	$3,551.53

Federal Aid Secondary Funds- - - - - - - - - - - - - - - - - -	$ 8,720.00
State Funds- -	5,798.68
	$14,518.68

State Funds for Constr.: Chap. 175, laws 1917: Chap. 31, laws 1920: Chap. 529, laws 1939.
State Funds for Maint.: Chap. 175, laws 1917: Chap. 31, laws 1920: Chap. 529, laws 1939.

FAS 21-A-1

January 8, 1940

M. L. O'NEIL & SON
Eugene, Oregon

Gentlemen:

We are sending you today by express a fully executed copy of Contract No. 2261 which was awarded to you on December 11, 1939, covering the grading of the Cow Hollow Creek-Owyhee School Section of the Vale-Adrian County Road, in Malheur County.

This copy of the contract is for your records and files.

Very truly yours,

STATE HIGHWAY COMMISSION
By

Secretary

MBL

RECEIVED
JAN [illegible]
FOR FILING

FAS 21-A-1

January 8, 1940

GREAT AMERICAN INDEMNITY COMPANY
c/o Harvey Wells-Reed Insurance Agency
Failing Building
Portland, Oregon

Gentlemen:

We are sending you today by express a fully executed copy of Contract No. 2261 which was awarded to M. L. O'Neil & Son on December 11, 1939, covering the grading of the Cow Hollow Creek-Owyhee School Section of the Vale-Adrian County Road, in Malheur County.

Inasmuch as you are surety for the contractor on this job, we are sending you this copy of the contract for your records and files,

Very truly yours,

STATE HIGHWAY COMMISSION
By

Secretary

MBL

FORM 5-A-1 9M 6-39

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
HURON W. CLOUGH, CANYONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

C. B. McCULLOUGH
ASSISTANT HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

IN REPLY PLEASE
REFER TO FILE NO.

RECEIVED
DEC 20 1939
FOR FILING

FAS 21-A-1

December 19, 1939

Mr. W. H. Lynch
District Engineer
Public Roads Administration
Post Office Box 3900
Portland, Oregon

Attention: Mr. T. M. Davis

Dear Sir:

Herewith three copies of maintenance agreement executed by Malheur County and the State Highway Commission, for Project FAS 21-A (1), Cow Hollow-Owyhee School Section of the Vale-Adrian Road.

We also enclose three copies of a resolution relative to encroachments and traffic for this section.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

Oscar Cutler
Asst. Office Engineer

OC:ME

Encl.

Nash ✓

#2261

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DEC 14 1939
FOR FILING

2261-A

December 13, 1939

Form 3818

RECEIPT FOR INSURED MAIL

GPO 5—76358

No. [illegible]

Postage ....cts.

Insurance fee paid 10 cts.

Fragile

Perishable

Eggs

DOMESTIC (Including Canada and Newfoundland)

FEES	INDEMNITY
5c	Value up to $5
10c	Value up to $25
15c	Value up to $50
25c*	Value up to $100
30c	Value up to $150
35c	Value up to $200

* Maximum chargeable to Newfoundland. Apply at post office window for information concerning fees applicable to insured mail for foreign countries.

Fee paid for return receipt ....cts.

Restricted delivery fee ....cts.

Special delivery fee ....cts.

Special handling charge ....cts.

Accepting employee will place his initials in spaces applicable to indicate endorsements and insert the fees paid.

The sender should write the name of the addressee on back hereof as an identification. Preserve and submit this receipt in case of inquiry or application for indemnity. Indemnity claims must be filed within 6 months from date of mailing.

(Postmark of Mailing Office)

POSTMASTER,

By

M. L. O'Neil & Son
Jordan Valley, Oregon.

Gentlemen:

We are sending you today by express four copies of Contract No. 2261 which was awarded to you by the State Highway Commission on December 11, 1939, covering the grading of the Cow Hollow-Owyhee School Section of the Vale-Adrian County Road, in Malheur County.

Kindly execute all four copies of this contract as to agreement and bond and return them to this office for approval by the State Highway Commission. When this has been done a fully executed copy will be returned to you for your records and files. We will also send an executed copy to the surety on your bond.

Your special attention is called to the paragraph under Section 5 (page 14) of the printed General Provisions, relating to the Workmen's Compensation Act. You are expected to accept the terms of this Act and to carry on your work under this contract in strict conformity thereto.

Your attention is also called to the mimeographed page immediately preceding the colored pages, relating to payment by the contractor of amounts due hospital associations, et cetera.

Very truly yours,

STATE HIGHWAY COMMISSION
By

Secretary

P.S. On account of there being no express service to Jordan Valley we are sending the copies of contract to you by mail.

RECEIVED

FAS 21-A-1

December 11, 1939

M. L. O'Neil & Son,
Jordan Valley, Oregon

Gentlemen:

Confirming my wire to you of this date, the State Highway Commission awarded to you today the contract covering 4.08 miles grading on the Cow Hollow Creek-Owyhee School Section of the Vale-Adrian County Road, in Malheur County. This award is based on your bid of $13,198.80 submitted on December 7, 1939.

Contract forms will be sent to you in a few days for execution.

Yours very truly,

Secretary

HBC:MC

encl.

Get confirmed

M

CLASS OF SERVICE DESIRED	
DOMESTIC	CABLE
TELEGRAM	ORDINARY
DAY LETTER	URGENT RATE
SERIAL	DEFERRED
NIGHT LETTER	NIGHT LETTER
SPECIAL SERVICE	SHIP RADIOGRAM

Patrons should check class of service desired, otherwise the message will be transmitted as a telegram or ordinary cablegram.

COPY OF WESTERN UNION TELEGRAM

SALEM, OREGON, DECEMBER 11, 1939

M. L. O'NEIL & SON
JORDAN VALLEY, OREGON

STATE HIGHWAY COMMISSION AWARDED TO YOU TODAY CONTRACT COVERING GRADING OF COW HOLLOW CREEK OWYHEE SCHOOL SECTION OF VALE ADRIAN COUNTY ROAD BASED ON LOW BID SUBMITTED BY YOU DECEMBER SEVENTH. CONTRACT FORMS FOLLOW SHORTLY

H. B. GLAISYER, SECRETARY
STATE HIGHWAY COMMISSION

file

SALEM, OREGON
DECEMBER 11, 1939

W. H. LYNCH
DISTRICT ENGINEER
PUBLIC ROADS ADMINISTRATION
P. O. BOX 3900
PORTLAND, OREGON

AS MALHEUR COUNTY HAS EXECUTED MAINTENANCE AGREEMENT FOR COW HOLLOW OWYHEE SCHOOL PROJECT WE DESIRE AWARD CONTRACT TO M. L. O'NEIL & SON OF EUGENE TODAY STOP PLEASE CONCUR

R. H. BALDOCK

STANDARD TIME INDICATED

RECEIVED AT

~~375 STATE STREET~~
PHONE 6[illegible]
SALEM - OREGON

TELEPHONE YOUR TELEGRAMS
TO POSTAL TELEGRAPH

Postal Telegraph

Mackay Radio
All America Cables
Commercial Cables
Canadian Pacific Telegraphs

TELEGRAMS CABLEGRAMS RADIOGRAMS

THIS IS A FULL RATE TELEGRAM, CABLEGRAM OR RADIOGRAM UNLESS OTHERWISE INDICATED BY SYMBOL IN THE PREAMBLE OR IN THE ADDRESS OF THE MESSAGE. SYMBOLS DESIGNATING SERVICE SELECTED ARE OUTLINED IN THE COMPANY'S TARIFFS ON HAND AT EACH OFFICE AND ON FILE WITH REGULATORY AUTHORITIES.

Form 16 Dbl

32 R AR 25 27. 26 GOVT D L

NX PORTLAND OGN 250 PM DEC 11TH 1939

R H BALDOCK
23 STATE HIGHWAY ENGINEER
SALEM OGN

REURTEL WE HEREBY CONCUR TODAY IN AWARD OF CONTRACT TO M L ONIEL AND SON FOR OREGON FAS 21-A (1) COW HOLLOW OWYHEE SCHOOL SECTION

LYNCH.
3 PM

SALEM, OREGON
DECEMBER 11, 1939

W. H. LYNCH
DISTRICT ENGINEER
PUBLIC ROADS ADMINISTRATION
P. O. BOX 3900
PORTLAND, OREGON

AS MALHEUR COUNTY HAS EXECUTED MAINTENANCE AGREEMENT FOR COW HOLLOW OWYHEE SCHOOL PROJECT WE DESIRE AWARD CONTRACT TO M. L. O'NEIL & SON OF EUGENE TODAY STOP PLEASE CONCUR

R. H. BALDOCK

STANDARD TIME INDICATED

RECEIVED AT

Postal Telegraph

TELEGRAMS

THIS IS A FULL RATE TELEGRAM, CABLEGRAM OR RADIOGRAM UNLESS OTHERWISE INDICATED BY SYMBOL IN THE PREAMBLE [illegible] OF THE MESSAGE. [illegible]

Charge to the account of ______ $ ______

CLASS OF SERVICE DESIRED	
DOMESTIC	CABLE
TELEGRAM	ORDINARY
DAY LETTER ☒	URGENT RATE
SERIAL	DEFERRED
NIGHT LETTER	NIGHT LETTER
SPECIAL SERVICE	SHIP RADIOGRAM

Patrons should check class of service desired, otherwise the message will be transmitted as a telegram or ordinary cablegram.

WESTERN UNION

1217-B

R. B. WHITE
PRESIDENT

NEWCOMB CARLTON
CHAIRMAN OF THE BOARD

J. C. WILLEVER
FIRST VICE-PRESIDENT

CHECK
ACCOUNTING INFORMATION
TIME FILED

Send the following message, subject to the terms on back hereof, which are hereby agreed to

SALEM, OREGON
DECEMBER 11, 1939

W. H. LYNCH
DISTRICT ENGINEER
PUBLIC ROADS ADMINISTRATION
P. O. BOX 3900
PORTLAND, OREGON

AS MALHEUR COUNTY HAS EXECUTED MAINTENANCE AGREEMENT FOR COW HOLLOW OWYHEE SCHOOL PROJECT WE DESIRE AWARD CONTRACT TO M. L. O'NEIL & SON OF EUGENE TODAY STOP PLEASE CONCUR

R. H. BALDOCK

Charge to the account of ______ $ ______

CLASS OF SERVICE DESIRED			
DOMESTIC		CABLE	
TELEGRAM		ORDINARY	
DAY LETTER	X	URGENT RATE	
SERIAL		DEFERRED	
NIGHT LETTER		NIGHT LETTER	
SPECIAL SERVICE		SHIP RADIOGRAM	

Patrons should check class of service desired, otherwise the message will be transmitted as a telegram or ordinary cablegram.

WESTERN UNION

1217-B

CHECK
ACCOUNTING INFORMATION
TIME FILED

R. B. WHITE
PRESIDENT

NEWCOMB CARLTON
CHAIRMAN OF THE BOARD

J. C. WILLEVER
FIRST VICE-PRESIDENT

Send the following message, subject to the terms on back hereof, which are hereby agreed to

SALEM, OREGON
DECEMBER 11, 1939

W. H. LYNCH
DISTRICT ENGINEER
PUBLIC ROADS ADMINISTRATION
P. O. BOX 3900
PORTLAND, OREGON

AS MALHEUR COUNTY HAS EXECUTED MAINTENANCE AGREEMENT FOR COW HOLLOW OWYHEE SCHOOL PROJECT WE DESIRE AWARD CONTRACT TO M. L. O'NEIL & SON OF EUGENE TODAY STOP PLEASE CONCUR

R. H. BALDOCK

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION
DISTRICT ONE

MONTANA
OREGON
WASHINGTON

POST OFFICE BUILDING
PORTLAND, OREGON

November 22, 1939

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

The P.S.& E. documents for Oregon Federal Aid Secondary project FAS 21-A (1), the Cow Hollow-Owyhee School section of the Vale-Adrian county road, have today been recommended for approval. This is your authority to advertise for bids, subject to final review and approval of the plans and specifications by the Commissioner of Public Roads.

We are returning a copy of the estimate showing corrected lengths which you will please use on the project agreement estimate. The structure at Sta. 206 is listed at 7-1/2 tons capacity, and evidently you do not intend to load it further with topping, no surfacing or oiling being provided for in this project.

Very truly yours,

W. H. LYNCH
District Engineer

By F. E. Andrews
F. E. Andrews
Sr. Highway Engineer

Encl.

Return to State.

Oregon State Highway Department

Federal Aid Secondary
Project No. FAS 21-A(1)

COW HOLLOW-OWYHEE SCHOOL SECTION
OF THE VALE-ADRIAN ROAD IN MALHEUR COUNTY

(Estimate to accompany plans and specifications. Not as basis for project agreement.)

Salem, Oregon, November 20, 1939

All Required		Clearing and Grubbing	$ - -	$ 500.00
230	cu. yds.	Trench Excavation	1.00	230.00
29,000	cu. yds.	Excavation, Single Classif.	.20	5,800.00
31,000	yd. sta.	Overhaul	.01	310.00
2,300	yd. mi.	Truck Haul	.12	276.00
4.08	miles	Finishing Roadbed and Slopes	200.00	816.00
600	lin. ft.	12" Concrete Pipe	1.00	600.00
10	lin. ft.	15" Corr. Iron Pipe	1.75	17.50
260	lin. ft.	18" Concrete Pipe	1.75	455.00
52	lin. ft.	60" Corr. Iron Pipe	9.00	468.00
40	lin. ft.	12" Concrete Siphon Pipe	1.50	60.00
66	lin. ft.	18" Concrete Siphon Pipe	2.00	132.00
180	lin. ft.	24" Concrete Siphon Pipe	3.00	540.00
140	lin. ft.	Salvaging Culvert Pipe	1.00	140.00
60	lin. ft.	Salvaging 1½" Water Pipe	1.00	60.00
16	cu. yds.	Class "A" Concrete	25.00	400.00
8,500	cu. yds.	Selected Roadbed Topping	.25	2,125.00
18,000	yd. mi.	Hauling Roadbed Topping	.12	2,160.00
			Subtotal	$ 15,089.50
			10% Engr. & Cont.	1,508.95
			Total	$ 16,598.45

~~Length~~ ~~4.088 miles~~
Cost per mile $ 4,060.28

Federal Aid Secondary Funds- $ 9,960.00
State Funds- 6,636.45

$ 16,598.45

Total length	4.088
Bridge sta 206	.004
net length –	4.084

Oregon State Highway Department

Federal Aid Secondary
Project No. FAS 21-A(1)

COW HOLLOW-OWYHEE SCHOOL SECTION
OF THE VALE-ADRIAN ROAD IN MALHEUR COUNTY

(Estimate to accompany plans and specifications. Not as basis for project agreement.)

Salem, Oregon, November 20, 1939

All Required		Clearing and Grubbing	$ - -	$ 500.00
230	cu. yds.	Trench Excavation	1.00	230.00
29,000	cu. yds.	Excavation, Single Classif.	.20	5,800.00
31,000	yd. sta.	Overhaul	.01	310.00
2,300	yd. mi.	Truck Haul	.12	276.00
4.08	miles	Finishing Roadbed and Slopes	200.00	816.00
600	lin. ft.	12" Concrete Pipe	1.00	600.00
10	lin. ft.	15" Corr. Iron Pipe	1.75	17.50
260	lin. ft.	18" Concrete Pipe	1.75	455.00
52	lin. ft.	60" Corr. Iron Pipe	9.00	468.00
40	lin. ft.	12" Concrete Siphon Pipe	1.50	60.00
66	lin. ft.	18" Concrete Siphon Pipe	2.00	132.00
180	lin. ft.	24" Concrete Siphon Pipe	3.00	540.00
140	lin. ft.	Salvaging Culvert Pipe	1.00	140.00
60	lin. ft.	Salvaging 1½" Water Pipe	1.00	60.00
16	cu. yds.	Class "A" Concrete	25.00	400.00
8,500	cu. yds.	Selected Roadbed Topping	.25	2,125.00
18,000	yd. mi.	Hauling Roadbed Topping	.12	2,160.00
			Subtotal	$ 15,089.50
			10% Engr. & Cont.	1,508.95
			Total	$ 16,598.45

Length 4.088 miles
Cost per mile $ 4,060.28

Federal Aid Secondary Funds- - - - - - - - - - - - - - - - - - - -	$ 9,960.00
State Funds- -	6,638.45
	$ 16,598.45

COW HOLLOW-OWYHEE SCHOOL SECTION

PROJECT NO. FAS 21-A (1)

All necessary right of way has been acquired for this project.

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

November 20, 1939

COMPARISON OF UNIT COST FOR 60" CORRUGATED IRON CULVERT PIPE AND 4' x 5' CONCRETE BOX CULVERT

1. Per foot cost of 60" Corr. Iron Pipe	$ 9.00
2. Per foot cost of 4' x 5' Concrete Box	
0.44 cu. yds. of Concrete at $25.00	$11.10
71 lbs. of Metal Reinforcement at $0.06	4.26
Cost per lin. ft.	$15.36

Project No. FAS 21-A (1)

CONTRACT# [redacted] 2262

FAS 42-A-1 Illinois River Br. Proj., 1940
Illinois Valley Co. Rd.
#2262

RECEIVED
OCT 26 1940
FOR FILING

WPS 42-A-1

October 25, 1940

Mr. W. H. Lynch
District Engineer
Public Roads Administration
P. O. Box 3900
Portland, Oregon

Dear Sir:

We are enclosing herewith four copies each of Form Emp. 32, covering labor and materials costs for the Illinois River Bridge, Project No. NRS WPSO 42-A (1), and for the Ross Island Bridge-Schiller Street Section, Project No. WPMH 168-D.

Very truly yours,

R. H. BALDOCK
Chief Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/ER

Encl.

RECEIVED
OCT 28 1940
FOR FILING

FEDERAL WORKS AGENC.
PUBLIC ROADS ADMINISTRATION

WR [illegible] -A.1

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

POST OFFICE BUILDING
PORTLAND, OREGON

Stencil No. 184

IN YOUR REPLY PLEASE REFER TO FILE No. Oregon NRS(1935)-WPS0 42-A (1)
E. Fork Illinois River Bridge
Illinois Valley Road

October 28, 1940

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

We are forwarding herewith, for your files, an executed copy of the ____________________ project agreement and certificate for the above numbered project.

Very truly yours,

W. H. LYNCH
District Engineer

By L J Caufield
L. J. Caufield
Sr. Highway Engineer

Encls.

Ro

ERW Hwy 187

Form P. R. 2

State Oregon

Project No. NRS(1935)-WPSO 42-A(1)

PROJECT AGREEMENT

MEMORANDUM OF AGREEMENT made this 18th day of September, 1940

by and between The Oregon State Highway Commission, constituting

for the purpose hereof, the Highway Department of the State of Oregon hereinafter called the Highway Department, and the Federal Works Administrator, hereinafter called the Administrator, under and pursuant to the provisions of the act of Congress approved July 11, 1916 (39 Stat., 355), entitled "An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes," and of the act approved November 9, 1921 (42 Stat., 212), entitled "An Act to amend the Act entitled 'An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes,' approved July 11, 1916, as amended and supplemented, and for other purposes," and acts amendatory thereof or supplementary thereto, particularly the Natl. Industrial Recovery Act (Pub. No. 67, 73rd Cong.), app. June 16, 1933, and act app. June 18, 1934 (Pub. No. 393, 73rd Cong), and the Emer. Relief Appro. Act of 1935, app. April 8, 1935 (Pub. Res. No. 11, 74th Cong.);

Whereas the Highway Department of said State submitted on the 25th day of May, 1939, a project statement, which was approved on the 14th day of December, 1939, for the proposed construction of a project consisting of the road hereinafter described; and

Whereas the Highway Department, in accordance with the rules and regulations promulgated for the administration of the Federal Highway Act, has furnished surveys, plans, specifications, and estimates for Section A(1) of said project which were recommended for approval by the District Engineer of the Public Roads Administration on the 7th day of June 1939; and

Whereas the Administrator has certified to the Secretary of the Treasury his approval of said surveys, plans, specifications, and estimates, and the sum of fourteen thousand, two hundred twenty and 80/100 dollars ($14,220.80) as the share of the United States payable under said act on account of Section A(1) of said project, which ~~does not exceed the authorized Federal pro rata share of~~ is the approved total estimated cost thereof:

Now, therefore, in consideration of the premises and of the several promises to be faithfully performed by each, as hereinafter set forth, the Highway Department and the Administrator do hereby mutually agree as follows:

16—11379

FUNDS AT THE DISPOSAL OF THE HIGHWAY DEPARTMENT

ARTICLE I. Funds for the use of the Highway Department in the construction of said project have been made available in the following manner, to wit:

(a) By the State from funds apportioned under the act of June 18, 1934, (Include date and citation of act of legislature by which authorized) (Public No. 393, 73d Congress), and from funds appropriated under act approved April 8, 1935 (Public Res. No. 11, 74th Cong.).

(b) From other sources ______ (State how placed under direct control of Highway Department)

ROAD EMBRACED IN PROJECT

ARTICLE II. This agreement covers the following highway as described in detail in said surveys, plans, and specifications:

Between survey station 93+15.83 and survey station 94+62.17, all in the NW 1/4, Section 26, T. 40 S., R. 8 W., W. M.

______, length 0.027 of a mile~~s~~ in Josephine County, being Section A(1) of Oregon project No. WRS(1935)/ WPSO 42 consisting of ~~miles of road and~~ one bridge~~s~~ ~~each~~ of more than 20 feet clear span, 0.027 of a mile in length.

16—11379 GPO

CHARACTER AND METHOD OF CONSTRUCTION

ARTICLE III. The Highway Department will construct or cause to be constructed to final completion said project, in strict compliance with said plans and specifications, which are made a part hereof, under its direct supervision, which shall include adequate inspection throughout the course of construction, subject at all times to inspection and approval by the Administrator or his agents, and in accordance with the laws of said State, the rules and regulations of the Administrator, and the following conditions:

(*a*) It is agreed that the construction work on the project shall be performed by contract, unless the performance thereof by force account shall be approved by the Administrator or his authorized representatives. Such construction work as may be performed by force account shall be paid for on the basis of the units of work performed at the unit prices set forth in the estimate as approved by the Administrator, except that where the total actual cost is ascertained to be less than the estimate so approved the total Federal payments shall not exceed the Federal pro rata share of such total actual cost.

(b) The total Federal funds allotted to the project are $14,220.80. This sum is divided as follows: $5,796.95 is to be charged against the NRS (1935) portion of the project, and $8,423.85 against the WPSO portion.

UNITED STATES PRO RATA SHARE OF THE COST OF SAID PROJECT

ARTICLE IV. The United States pro rata share of the value of the labor and materials which shall be actually put into the construction of Section A(1) of said project shall not in any event exceed the sum of fourteen thousand, two hundred twenty and 80/100 dollars ($14,220.80), certified to the Secretary of the Treasury as above mentioned, which [redacted] is [redacted] the approved total estimated cost of Section A(1) of said project.

PAYMENTS

ARTICLE V. As the construction of said project progresses, the Administrator shall from time to time draw warrants on the Secretary of the Treasury for the payment to State Treasurer (Official or depository) hereby designated by the Highway Department for that purpose and authorized under the laws of said State to receive public funds of the State of Oregon (Name) of such sums as shall not, together with previous payments, exceed the United States pro rata share, as above specified, of the value, as determined by the Administrator after inspection and approval, of the labor and materials which have actually been put into said construction work in compliance with the requirements of Article III hereof.

The Administrator reserves the right to withhold such sum as he may deem necessary to insure completion of construction in compliance with said plans and specifications.

MAINTENANCE OF PROJECT

ARTICLE VI. The Highway Department will maintain said project in compliance with said acts of July 11, 1916, and November 9, 1921, out of funds which have been or will be made available therefor by said State in the manner herein set forth, to wit: Chapter 529, laws 1939. (Include reference to statute authorizing funds and probable amount annually available)

The Highway Department will use every means within its power to insure proper and permanent maintenance of said project, and to that end will provide for the constant making of needed repairs to preserve a smooth-surfaced highway.

Showing of authority of the Highway Department to execute agreements will be found in the agreement for project No. 112.

In witness whereof the parties have hereunto affixed their signatures, the Highway Department on the day and year first above written and the Administrator on the ______ day of OCT 17 1940, 19__

OREGON STATE HIGHWAY COMMISSION
(Official title of Highway Department)

By Henry F. Cabell
Chairman, State Highway Commission
(Title of officer)

By ______
Member, State Highway Commission
(Title of officer)

By Herman Oliver
Member, State Highway Commission
(Title of officer)

By ______
(Title of officer)

By ______
(Title of officer)

FEDERAL WORKS ADMINISTRATOR,

By ______
Acting Commissioner of Public Roads.

U. S. GOVERNMENT PRINTING OFFICE 16—11379

Form PR. 3—Revised

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION

CERTIFICATE OF APPROVAL OF PLANS, SPECIFICATIONS, AND ESTIMATES

(Under "An Act to provide that the United States shall aid the States in the construction of rural roads, and for other purposes," approved July 11, 1916, and acts amendatory thereof and supplementary thereto.)

To

THE SECRETARY OF THE TREASURY, AND

THE STATE HIGHWAY DEPARTMENT OF THE STATE OF Oregon

Pursuant to the acts above cited, I hereby certify—

FIRST. That in accordance with the provisions of said acts, I have approved the plans, specifications, and estimates submitted by the State Highway Department of the State of Oregon for the construction of a highway designated in the records of this Agency as Project No. NRS(1935)-WP80 42-A(1) State of Oregon

SECOND. That in accordance with said provisions I have approved the sum of $14,220.80 as the total estimated cost of said project, and the sum of $14,220.80 as the share of the United States, payable under said acts on account of such project, which ~~does not exceed the authorized Federal~~ is the ~~pro rata share of said~~ total estimated cost.

Done at the city of Washington, this .... day of OCT 17 1940

one thousand nine hundred and ....

FEDERAL WORKS ADMINISTRATOR,

By ....
Acting Commissioner of Public Roads.

U. S. GOVERNMENT PRINTING OFFICE 16—10130

RECEIVED
NOV 25 1940
FOR FILING

October 16, 1940

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

In line with Mr. Probert's suggestion in his letter of October 9, 1940, regarding modification of the project agreement for Oregon Works Program Highway Project No. WPMH 168-D, Ross Island-Schiller Street Section of the East Portland-Oregon City Superhighway, we will take no action on the estimate he enclosed until final payment is made on NRS(1935)-WPSO 42-A (1), Illinois River Bridge.

If any release of funds is made on its payment, we will alter the State and Federal funds for WPMH 168-D accordingly. This procedure will insure the final closing out of Oregon Works Program Highway funds without the initiation of a new project.

Very truly yours,

W. H. LYNCH
District Engineer

WPSO 42-A-1
(Stencil #28)

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

POST OFFICE BUILDING
PORTLAND, OREGON

IN YOUR REPLY PLEASE REFER TO FILE No. Ore. NRS(1935)-WPSO 42-A(1)
Illinois River Bridge
Illinois Valley Road

RECEIVED
SEP 28 1940
FOR FILING

September 13, 1940

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

We are forwarding herewith two copies of proposed project agreement for signature and return to this office.

Enclosed is an approved copy of the detail estimate, upon which the agreement was based, together with approved copy of specifications.

Very truly yours,

W. H. LYNCH
District Engineer

By L J Caufield
L. J. Caufield
Sr. Highway Engineer

RECEIVED
JUL 25 1940
FOR FILING

FAS 42-A-1

July 24, 1940

COLUMBIA CASUALTY COMPANY
Jas. McI. Wood, West & Company
Failing Building
Portland, Oregon

Gentlemen:

You are hereby notified that State Highway Contract No. 2262, for the construction of a bridge over East Fork of Illinois River, on the Illinois Valley County Road, in Josephine County, has been completed by the contractor, J. F. Johnston, and that final settlement will be made by the state with said contractor for work done under said contract, on or after August 3, 1940.

The state is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the state assumes no responsibility for any such claims should there be any.

This notice is served upon you since you appear as surety on the bond furnished by the above contractor. Kindly acknowledge receipt of this letter.

For your information we wish to advise that the total amount paid the contractor in connection with this contract will be $11,382.41.

Very truly yours,

STATE HIGHWAY COMMISSION
By

Secretary

E.G. DeSart

MBL

RECEIVED
AUG 13 1940
FOR FILING

FAS 112-A-1

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
July 15, 1940

Subject: East Fork Illinois River Bridge
Contract No. 2262

To: Mr. H. B. Glaisyer
Secretary
Office

Dear Sir:

For your information, J. F. Johnston completed the work on the East Fork Illinois River Bridge, Contract No. 2262, on July 11, 1940. The specified completion date was August 31, 1940. Will you please secure permission from the Commission to pay the final estimate on this job.

Yours very truly,

G. S. Paxson
Bridge Engineer

By W A Reeves

W. A. Reeves
Bridge Office Engineer

VM

APPROVED BY HIGHWAY COMMISSION
DATE July 19, 1940
Secretary

RECEIVED
JUL 19 1940
FOR FILING

FAS 42-A-1

March 19, 1940

Mr. W. H. Lynch
District Engineer
Public Roads Administration
Post Office Box 3900
Portland, Oregon

Dear Sir:

Herewith are enclosed seven copies of estimate as basis for project agreement for the Illinois River Section, Project No. NRS (1935), WPSO 42-A (1).

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/GS

Encl.

Oregon State Highway Department   Project No. NRS (1935) - WPGO 42-A (1)

ILLINOIS RIVER BRIDGE ON THE ILLINOIS VALLEY ROAD IN JOSEPHINE COUNTY

(Estimate as basis for project agreement. Based on low bid prices.)

Salem, Oregon, March 5, 1940

130	cu. yds.	Excavation	$ 5.00	$ 650.00
10	cu. yds.	Excavation Below Plans	6.00	60.00
70	cu. yds.	Class "B" Concrete	20.00	1,400.00
105	cu. yds.	Class "D" Concrete	22.00	2,310.00
750	lin. ft.	Treated Trestle Piling	1.00	750.00
16	M-FBM	Treated Lumber	98.00	1,568.00
33,000	lbs.	Metal Reinforcement	.05	1,650.00
46,000	lbs.	Structural Steel	.065	2,990.00
310	lin. ft.	Concrete Handrail	5.00	1,550.00
			Subtotal	$ 12,928.00
			10% Engr. & Cont.	1,292.80
			Total	$ 14,220.80

Length   0.027 mile

NRS (1935) Funds- -	$ 5,796.65
WPGO Funds- -	8,424.15
	$ 14,220.80

Funds for Maintenance: Chap. 529, laws 1939

RECEIVED
JAN 1

File 4-3P-1

January 15, 1940

Mr. J. F. Johnston
800 Sheridan Street
Newberg, Oregon

Dear Sir:

We are sending you today by express a fully executed copy of Contract No. 2262 which was awarded to you on December 18, 1939, by the State Highway Commission covering the construction of a bridge over the East Fork Illinois River on the Illinois Valley Road, in Josephine County.

This copy is for your records and files.

Very truly yours,

STATE HIGHWAY COMMISSION
By

Secretary

MBL

RECEIVED
DEC 21 1939
FOR [illegible]

FAS 42-B-1

December 21, 1939

Mr. J. F. Johnston,
800 Sheridan Street
Newberg, Oregon

Dear Sir:

We are sending to you today, by express, four copies of State Highway Contract No. 2618, 2262 which was awarded to you on December 18 covering the construction of the bridge over the East Fork Illinois River, on the Illinois Valley County Road, in Josephine County. This award was made to you on the basis of your low bid submitted on June 22, 1939, in the amount of $12,928.00.

We wish to call your special attention to the paragraph under Section 5 of the General Provisions which relates to the Workmen's Compensation Act. You are expected to accept the terms of this act and to carry on your work under this contract in compliance therewith.

Your attention is also called to the page immediately following Page 16 of the mimeographed Special Provisions which relates to payment by the contractor of amounts due hospital associations, et cetera.

Please note the printed Special Provisions (on yellow paper) which are "Applicable to Projects Financed in Part or in Whole with Works Program Highway Funds (Alternate Plan)." Also, Page 12a of the mimeographed Special Provisions. These two sections were more fully covered by Mr. Baldock's letter to you of November 27, 1939.

Will you please sign all four copies of this contract as to agreement and bond and return all of them to this office. As soon as they have been executed by the State Highway Commission a fully executed copy will be furnished you for your file as will also be furnished the surety on your bond.

Yours very truly,

HBG:MC

Secretary

#2262

RECEIVED
DEC 19 1939
FOR FILING

42-9-1

December 19, 1939

Josephine County Court,
Grants Pass, Oregon

Gentlemen:

Just a line to advise you that the State Highway Commission awarded the contract yesterday for the construction of the East Fork Illinois River Bridge on the Illinois Valley County Road, bids for which were received by the Commission on June 22, 1939. This contract was awarded to J. F. Johnston of Newberg, the low bidder on the above-mentioned date. It is my understanding that construction operations will commence immediately.

I thought you would be interested in having this information inasmuch as the award of this contract has been pending so long.

Yours very truly,

HBG:MC

Secretary

RECEIVED

(4k)

FAS 42-A-1

December 18, 1939

Mr. J. F. Johnston,
Newberg, Oregon

Dear Sir:

Confirming my wire to you of this date, the State Highway Commission awarded to you today the contract covering construction of a bridge over the East Fork Illinois River on the Illinois Valley County Road, in Josephine County. This award is based on your bid of $12,928.00 submitted on June 22, 1939.

Contract forms will be sent to you in a few days for execution.

Yours very truly,

Secretary

HBG:MC

get confirmed

M

CLASS OF SERVICE DESIRED			
DOMESTIC		CABLE	
TELEGRAM	X	ORDINARY	
DAY LETTER		URGENT RATE	
SERIAL		DEFERRED	
NIGHT LETTER		NIGHT LETTER	
SPECIAL SERVICE		SHIP RADIOGRAM	

Patrons should check class of service desired, otherwise the message will be transmitted as a telegram or ordinary cablegram.

COPY OF
WESTERN UNION TELEGRAM

SALEM OREGON, DEC. 18, 1939

J. F. JOHNSTON,
NEWBERG, OREGON

STATE HIGHWAY COMMISSION AWARDED TO YOU TODAY CONTRACT COVERING CONSTRUCTION OF BRIDGE OVER EAST FORK ILLINOIS RIVER ON ILLINOIS VALLEY COUNTY ROAD IN JOSEPHINE COUNTY. AWARD BASED ON LOW BID SUBMITTED BY YOU JUNE TWENTY SECOND. CONTRACT FORMS FOLLOW

H. B. GLAISYER, SECRETARY
STATE HIGHWAY COMMISSION

file

W H Lynch
W. H. LYNCH
District Engineer

RECEIVED
DEC 20 1939
FOR FI

WPSO 42-A-1

MONTANA
OREGON
WASHINGTON

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION
DISTRICT ONE

POST OFFICE BUILDING
PORTLAND, OREGON

December 18, 1939

DEC 20 1939

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

In accordance with your verbal request of today we hereby concur in award of contract for Oregon NRS (1935)-WPSO 42-A (1), East Fork of the Illinois River Bridge on the Illinois Valley Road, to J. F. Johnston, Newberg, Oregon, who submitted the low bid.

Very truly yours,

W H Lynch

W. H. LYNCH
District Engineer

Charge to the account of ______________________ $ __________

CLASS OF SERVICE DESIRED			
DOMESTIC		CABLE	
TELEGRAM		ORDINARY	
DAY LETTER	X	URGENT RATE	
SERIAL		DEFERRED	
NIGHT LETTER		NIGHT LETTER	
SPECIAL SERVICE		SHIP RADIOGRAM	

Patrons should check class of service desired; otherwise the message will be transmitted as a telegram or ordinary cablegram.

WESTERN UNION

1217-B

R. B. WHITE
PRESIDENT

NEWCOMB CARLTON
CHAIRMAN OF THE BOARD

J. C. WILLEVER
FIRST VICE-PRESIDENT

CHECK	
ACCOUNTING INFORMATION	
TIME FILED	

Send the following message, subject to the terms on back hereof, which are hereby agreed to

SALEM, OREGON
DECEMBER 9, 1939

W. H. LYNCH
DISTRICT ENGINEER
PUBLIC ROADS ADMINISTRATION
P. O. BOX 3900
PORTLAND, OREGON

WE DESIRE TO AWARD CONTRACT FOR ILLINOIS RIVER BRIDGE AT EARLIEST POSSIBLE TIME STOP AWARD TO BE MADE TO J. F. JOHNSON OF NEWBERG ON BASIS OF BID SUBMITTED JUNE 22 STOP WHEN CONCURRENCE CAN BE GIVEN PLEASE ADVISE

R. H. BALDOCK

FAS 42-A-1

November 27, 1939

Mr. J. F. Johnston
800 Sheridan Street
Newberg, Oregon

Dear Sir:

re: Bridge over East Fork Illinois River

Reference is made to the bridge over East Fork Illinois River on which you were low bidder on June 22, 1939.

We have not been able to get this project approved as a "Federal Aid Secondary Project." We find now, however, that we will probably be able to get it approved as an "Alternate Plan Works Program Highway Project."

If you still desire to accept the project on the basis of your original bid in case it is approved, we will make up the contract forms and forward them to you. We are handing you herewith a copy of the contract form as it will be written, together with a copy of the original proposal in order that you may make a comparison of the specifications. The following changes have been made in the special provisions:

> On page 1, the class of project has been rewritten to indicate that it is an "Alternate Plan Works Program Highway Project," and the date of completion has been changed to read August 31, 1940, instead of November 30, 1939.
>
> Page 12a has been added. This page contains the specifications with reference to "Labor from Cities," "Hours of Employment," "Deductions for Medical Service," and "Labor Rates." The new specification with reference to hours of employment is the same as the specification bid on, which is shown in the second to the last paragraph on page 4 of the green printed special provisions. The specification for

labor rates, requiring that the minimum wage for unskilled labor shall be 60 cents per hour, is also the same as shown in the green printed special provisions.

Other than the provisions noted above, no changes have been made in the specifications.

If you desire to accept the contract on the basis of the bid which you entered on June 22, please sign the endorsement on the enclosed carbon copies of this letter and return them to this office.

Yours very truly,

R. H. Baldock
State Highway Engineer

WAR:TH
Enc.
cc: J. F. Johnston (2)
G. S. Paxson

I will accept the award of the contract for the construction of the East Fork Illinois River Bridge on the basis hereinabove set forth.

____

ERRED TO
Mr. Glaizyer
By State Highway Engineer

Hand to me at
Commission
meeting.

E HIGHWAY COMMISSION
RTMENT CORRESPONDENCE

alem, Oregon
ember 15, 1939

Subject: Unobligated balances of Federal Funds.

unds for fiscal years prior to 1938, that
ects already under contract, are the fol-

Funds- - - - - - - - - - - - - - -$5,800
1936 Works Program Grade Crossing Funds - $4,000 to $15,000

The amount of Works Program Funds is uncertain due to the fact that the Public Roads Administration has questioned a claim of the Portland Traction Company in connection with the Union Avenue Project, and may or may not refuse payment of it. The amount involved is $11,000.

It has been suggested that the $5,800 of 1935 N. R. A. Funds be used on the Illinois River Bridge Project. It has also been suggested that that money be used to supplement the amount of Federal Secondary money allotted to the Warrenton-Ft. Stevens Project.

The 1936 W. P. G. S. funds can be absorbed in one of the 1940 grade separation projects, and we propose to so apply it as soon as we have the Administration's ruling on the Traction Company claim, which should be within the next two or three months.

The point involved in the Traction Company claim has to do with the Company's obligation under its franchise. The Administration is inclined to think that the Company could have been made to move its lines at its own expense, and that, therefore, the Federal Government should not be expected to assume the expense. There has been considerable correspondence about it, but as yet no decision has been reached.

Very truly yours,

S. H. Probert
S. H. Probert
Office Engineer

SHP:ER

OREGON STATE HIGHWAY COMMISSION
INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
November 15, 1939

Subject: Unobligated balances of Federal Funds.

To: Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

The only federal funds for fiscal years prior to 1938, that will not be taken up by projects already under contract, are the following:

1935 National Recovery Funds- - - - - - - - - - - - - - -$5,800
1936 Works Program Grade Crossing Funds - $4,000 to $15,000

The amount of Works Program Funds is uncertain due to the fact that the Public Roads Administration has questioned a claim of the Portland Traction Company in connection with the Union Avenue Project, and may or may not refuse payment of it. The amount involved is $11,000.

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Very truly yours,

S. H. Probert

S. H. Probert
Office Engineer

SHP:ER

RECEIVED
DEC 15 1939
FOR FILING

FAS 42

November 21, 1939

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

Reference is made to previous correspondence relative to proposed Oregon Federal Aid Secondary project FAS 42, the Illinois River Bridge in Josephine County.

The use of the balances of National Recovery and Works Program funds for the construction of this bridge has been referred to our Regional office, and we are advised that if this project is constructed with Works Program and National Recovery funds, it will be necessary to use the Works Program special provisions. It is, therefore, suggested that you determine whether or not the low bidder on this project is willing to accept the substitution of Works Program special provisions for the Federal Aid special provisions under which the project was advertised. If this is acceptable to the contractor, the usual request for programming of the Works Program and National Recovery funds should be submitted. A new project statement will also be required.

If the low bidder will not agree to the substitution of Works Program for Federal Aid special provisions, it will be necessary to reject all bids and readvertise the project.

As discussed yesterday between yourself and Mr. Lynch, we have requested advice as to whether this project has received approval of the Washington office.

Very truly yours,

W. H. LYNCH
District Engineer

By

P. E. Andrews
Sr. Highway Engineer

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NOV 21 1939

FAS 42-A-1

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W. A. REEVES

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[illegible] 1939

November 15, 1939

Mr. W. H. Lynch
District Engineer
Public Roads Administration
Post Office Box 3900
Portland, Oregon

2618

Dear Sir:

Reference is made to Oregon FAS 42-A (1), for the construction of a 60-foot steel span bridge over the East Fork of the Illinois River on the Illinois Valley County Road in Josephine County.

On February 1, 1939, this project was included in the program submitted to the Public Roads Administration, and was followed on May 25 by P. S. & E., and on June 1 plans were submitted. This project was advertised by the Highway Commission, and bids were opened on June 2, 1939.

The project was not approved by the Public Roads Administration, and the contract was not awarded.

Additional information and supporting data were requested by the Public Roads Administration in support of this project. Your office requested supporting data as indicated in Planning Survey Memorandum No. 233, dated July 17, 1937, which memorandum required certain data from the Traffic Planning Survey records. This data has been prepared and has been submitted to your office.

We would request your advice as to the status of the project.

Very truly yours,

State Highway Engineer

Coast
Projects
Bridges

Salem, Oregon
September 18, 1939

Mr. Lewis Ulrich, Manager
Oregon State Employment Service
45 North Fir Street
Medford, Oregon

Dear Sir:

Reference is made to your letter of September 14, inquiring as to whether there are any further developments with regard to the proposed bridge across the Illinois River near Takilma.

May I advise that the contracting of this project has been delayed because the Public Roads Administration asked for certain data and information with regard to traffic and other features, not only of this road, but all roads in Josephine County, and would not concur in the award of the contract until this data was supplied them and forwarded to Washington.

This data has been completed, as far as our office is concerned, and submitted to the Public Roads Administration. At this time we do not know whether they will concur in the award of the contract, but we believe they will do so as soon as they have approved the data which was forwarded to them.

Very truly yours,

C. B. McCullough
Assistant State Highway Engineer

OREGON STATE EMPLOYMENT SERVICE
AFFILIATED WITH
UNITED STATES EMPLOYMENT SERVICE

45 North Fir Street
Medford, Oregon

RECEIVED
SEP 15 1939
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September 14, 1939

State Highway Commission
Salem, Oregon

Gentlemen:

Are there any further developments about the proposed bridge across the Illinois River near Takilma?

Yours very truly,

Lewis Ulrich

Lewis Ulrich
Manager

REFERRED TO
Oscar Cutler
Asst. State Highway Engineer

Please draft reply

FORM 5-A-1 8M 4-39

Commissioners
HENRY F. CABELL, Chairman, Portland
E. B. ALDRICH, Pendleton
HURON W. CLOUGH, Canyonville

H. B. GLAISYER, Secretary

R. H. BALDOCK
State Highway Engineer
Salem

C. B. McCULLOUGH
Assistant Highway Engineer
Salem

OREGON STATE HIGHWAY COMMISSION

SALEM

In reply please refer to File No.

UNITED STATES DEPARTMENT OF AGRICULTURE
RECEIVED JUL 5 1939
FOR FILING
FA 844-1

July 1, 1939

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Attention: Mr. T. M. Davis

Dear Sir:

Enclosed herewith are three copies of maintenance and right of way agreement, three copies of resolution relative to encroachments and traffic, and three copies of a special agreement, executed by Josephine County and the State Highway Commission, for the construction of a bridge, grading and surfacing 0.96 mile in the vicinity of the East Fork of the Illinois River on the Illinois Valley County Road in Josephine County, Project FAS 42-A (1).

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

Oscar Cutler
Asst. Office Engineer

OC:ME

Encl.

Jm

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT ONE

MONTANA
OREGON
WASHINGTON

POST OFFICE BUILDING
PORTLAND, OREGON

JUN 8 - 1
OREGON
STATE HIGHWAY CO

June 7, 1939

Mr. R. H. Baldock,
State Highway Engineer
Salem, Oregon

Dear Sir:

P. S. and E. documents for Oregon Federal Aid Secondary Project No. FAS 42-A (1), the Illinois River Bridge on the Illinois Valley Road, are being recommended for approval as of this date, and you are authorized to advertise for bids, subject to final review and approval of the plans by the Chief of Bureau.

Nash:
Call this to Cutler's attention
S.L.

Concurrence in award will be withheld pending approval of the project statement and submission of copies of the county agreement to build the approach roadway.

Our recommendation for approval is subject to the condition that such revision of the bridge plans will be made as is found necessary by our check of the bridge plans.

Very truly yours,

W H Lynch

W. H. LYNCH,
District Engineer

RECEIVED

June 5, 1939

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

We refer to your letter of June 3rd, concerning the Illinois River Bridge Project, FAS 42-A (1).

We have an oral agreement with the County Court of Josephine County under which the County is to grade and surface the approach roadways required in connection with this bridge, the width of the roadway to be 26 feet and the width of the surfacing to be 16 feet. The surfacing is to have a thickness of at least five (5) inches and both the grading and surfacing are to be completed before the end of the current year.

The oral agreement here referred to is to be reduced to writing, and executed copies of the written agreement will be available before the contract for the construction of the bridge is awarded.

With the assurances above given, we ask that you permit us to issue the call for bids.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

SHP:ER

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT ONE

MONTANA
OREGON
WASHINGTON

POST OFFICE BUILDING
PORTLAND, OREGON

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JUN [illegible] - 19[illegible]
STATE HIGHWAY COMMISSION

June 3, 1939

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

Receipt is acknowledged of Mr. Probert's letter of June 1st, submitting plans, specifications and estimate for Oregon Federal Aid Secondary Highway Project FAS 42-A (1), the Illinois River Bridge in Josephine County.

We note the improvement contemplates the construction of the structure only while it is evident that considerable approach work will be necessary before the bridge can be used.

Under the circumstances, this being a county road, it will be necessary that we be advised that definite arrangements and agreements have been made before we can authorize advertising.

Very truly yours,

W H Lynch

W. H. LYNCH
District Engineer

June 1, 1939

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

Herewith are enclosed seven copies of estimate to accompany plans and specifications and five copies of right of way statement for the Illinois River Bridge, Project No. FAS 42-A (1).

Five bid proposals and five sets of blueprint plans are being sent under separate cover.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/ER

Encl.

Oregon State Highway Department

Federal Aid Secondary
Project No. FAS 42-A (1)

ILLINOIS RIVER BRIDGE ON THE ILLINOIS VALLEY ROAD IN JOSEPHINE COUNTY

(Estimate to accompany plans and specifications. Not as basis for project agreement.)

Salem, Oregon, June 1, 1939

130	cu. yds.	Excavation	$ 4.00	$ 520.00
10	cu. yds.	Excavation Below Plans	6.00	60.00
70	cu. yds.	Class "B" Concrete	21.00	1,470.00
105	cu. yds.	Class "D" Concrete	22.00	2,310.00
750	lin. ft.	Treated Trestle Piling	1.00	750.00
16	M-FBM	Treated Lumber	100.00	1,600.00
33,000	lbs.	Metal Reinforcement	.05	1,650.00
46,000	lbs.	Structural Steel	.075	3,450.00
310	lin. ft.	Concrete Handrail	5.00	1,550.00
			Subtotal	$ 13,360.00
			10% Engr. & Cont.	1,336.00
			Total	$ 14,696.00

Length 0.027 mile

FAS Funds Requested- -	$ 8,820.00
State Funds- -	5,876.00
	$ 14,696.00

ILLINOIS RIVER BRIDGE

PROJECT NO. FAS 42-A(1)

All necessary right of way has been acquired for this project.

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

June 1, 1939

CONTRACT# [redacted] 2263

34-1024 Moving and Reconstructing
Methodist Episcopal Church, Tigard 1940

2263

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FOR FIL

27-1024

July 8, 1940

MARYLAND CASUALTY COMPANY
c/o John Schibel, Local Agent
Pittock Block
Portland, Oregon

Gentlemen:

You are hereby notified that State Highway Contract No. 2263, for moving and reconstructing Methodist Church buildings in Tigard, on the Pacific Highway West, in Washington County, has been completed by the contractors, Contracting & Sales Company, Inc., and that final settlement will be made by the state with said contractors for work done under said contract on or after July 18, 1940.

The state is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the state assumes no responsibility for any such claims should there be any.

This notice is served upon you since you appear as surety on the bond furnished by the above contractor. Kindly acknowledge receipt of this letter.

For your information we wish to advise that the total amount paid the contractors in connection with this contract will be $6,670.00, including final payment.

Very truly yours,

STATE HIGHWAY COMMISSION
By

G. DeSart

Secretary

DGD:MEL

H 2263

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JUL 2 1940
FOR FILING

31-1024

OREGON STATE HIGHWAY COMMISSION
INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
June 28, 1940

Subject: Methodist Episcopal Church property at Tigard

To:

Mr. H. B. Glaisyer
Secretary
Office

Dear Sir:

Herewith we hand you executed copy of communication from Methodist Episcopal Church releasing Contracting & Sales Company, Inc., under its contract for the moving of the church building at Tigard.

Mr. Paxson has suggested to us that this copy should be filed with the original contract.

Yours very truly,

J. W. DeSouza A.W.

J. W. DeSOUZA
Assistant Attorney

Enclosure
JWD:AW
Mr. G. S. Paxson

DeSart
BY
file in contract

Filed 7/1/40
L.G. DeSart

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
HURON W. CLOUGH, CANYONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

C. B. McCULLOUGH
ASSISTANT STATE HIGHWAY ENGINEER
SALEM

J. M. DEVERS
ATTORNEY
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

RECEIVED
JUN 20 1940
FOR FILING

REFERRED TO
by Asst State Highway Engineer

NOTED
Highway Engineer

June 17, 1940

REFER TO FILE NO.
IN REPLY PLEASE
R 7005

Mr. C. W. Miller
Chairman, Board of Trustees
Methodist Episcopal Church
Tigard, Oregon

Dear Sir:

Receipt is acknowledged of your letter of the thirteenth instant, in which you advise that oiled rock footpaths will not be acceptable from the highway to the church at Tigard and in which you state that when Dr. Jeffery and you discussed the matter in this office only concrete was mentioned.

Your communication has been discussed with Mr. Devers and it is the definite recollection of both of us that you and Dr. Jeffery requested a concrete walk, with appropriate steps to fit in with the difference in elevation, and in response thereto we definitely advised that on account of the expense involved we did not feel that a concrete walk was justified and we suggested that a sloping path would be more convenient and less expensive than a path with steps in it.

In connection with this entire transaction we call your attention to the fact that after the settlement was made and agreed upon you presented a request that the State Highway Commission do additional work outside of the original settlement, which would have involved an expenditure from state highway funds of $456.00. In the desire to cooperate with you to the fullest extent, the State Highway Commission authorized the doing of this work, with the exception of the cost of acquiring additional toilet facilities, which amounted to $33.00, leaving a net additional cost to the State of $423.00.

Mr. Collins advised us that it was the understanding that you would furnish us an abstract of title brought up to date for the property which we are acquiring from you, and this was the subject of a communication addressed to Mr. William G. Hare under date of May 29, 1940. However, it now appears that the Church has been relieved from this expense. It also appears that we are acquiring for you at state expense title insurance covering the property to be conveyed to the Church, and this is an obligation which was not definitely assumed under the original agreement.

Under date of June 3, 1940, we received a communication from your treasurer in which it was requested that the State Highway Commission make

Mr. C. W. Miller
June 17, 1940
Page 2

reimbursement in the sum of $500.00 for loss of collections during the period of moving, but under date of June fifth Mr. Devers was forced to reply that he could find no legal authority for using state funds for that purpose.

The blue print covering the work to be done by the moving contractor, which was approved by the Church, definitely called for only gravel footpaths so any expenditure in providing either oiled rock footpaths or concrete footpaths in lieu thereof would be another additional expense on the part of the State Highway Commission which was not assumed in the original transaction.

Summing it all up it would appear that the State Highway Commission, and this department of the Commission, has made every reasonable effort to give favorable consideration to the requests which have been made to the end that there would be no dissatisfaction with the attitude of the State Highway Commission. However, it is felt at this time that, while we are still willing to recommend the substitution of oiled rock footpaths in lieu of the gravel paths originally agreed upon, there would be no fair justification for recommending concrete paths.

In view of the fact that oiled rock footpaths are not acceptable to you it appears that there will be nothing left to be done except to let the matter remain upon the existing basis of gravel footpaths.

Yours very truly,

J. M. DEVERS

By

J. W. DeSOUZA
Assistant Attorney

JWD:AW
cc Mr. C. B. McCullough
Mr. G. S. Paxson
Mr. E. A. Collier

Form E-90—Revised—8M—4-40

RECEIVED
JUL 20 1940
FOR FILING

24-1074

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
June 10, 1940

Subject: Methodist Church in Tigard

To: Mr. H. B. Glaisyer
Secretary
Office

Dear Sir:

For your information, Contracting & Sales Company completed work on Contract No. 2263, moving and reconstructing Methodist Episcopal Church buildings in Tigard, Washington County. The work was completed on May 31, 1940. Will you please secure authority from the Commission to pay the final estimate on this job.

10 ✓

Yours very truly,

G. S. Paxson
Bridge Engineer

By

W. A. Reeves
Bridge Office Engineer

CAG:VM
cc: C. A. Gardner

OFFICE COPY

APPROVED BY HIGHWAY COMMISSION
DATE June 14, 1940
Secretary

G. Dewart

Th

Form E-30—Revised—25M—4-39

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
February 13, 1940

34-103

Subject: Methodist Episcopal Church
property at Tigard
File R7005

To:

Mr. H. B. Glaisyer
Secretary
Office

Dear Sir:

At a recent meeting of the State Highway Commission the Commission approved the expenditure of $456.00 in addition to the contract price for certain items desired by the Board of Trustees in connection with the moving of the Methodist Episcopal Church at Tigard. At that time it was thought that certain toilet fixtures for which the Church was to make payment would amount to $75.00, leaving a net of $381.00 to be borne by the State. It now develops that in submitting the extra work quotation the contractor had included only $33.00 for the extra fixtures, which would leave a balance of $423.00 to be paid by the State.

Will you please place this matter on the right of way agenda for the next meeting so that the Commission may give consideration to the change in amount.

Yours very truly,

J.W. DeSouza
J. W. DeSOUZA
Assistant Attorney

JWD:AW

R-E.

1/25/40 Agenda

Const
RJM
Pacific Hwy West

[illegible] Tigard Methodist Episcopal Church (at Tigard

agenda

R. E.

instructions in regard thereto. The Commission decided unanimously not to ask for a change of venue and to let the matter take its natural course.

The Attorney requested instructions with regard to the removal of a church building from the right of way of the Pacific Highway West in the town of Tigard. He said that inquiry has been made by Mr. W. G. Hare, attorney, Hillsboro, on behalf of the trustees of the church, whether or not the state would assume the responsibility for the moving of this church edifice because it is a matter entirely foreign to these people and they would much prefer that the state assume such responsibility in view of its experience in such matters. The Attorney pointed out that the Commission adopted a policy some time ago to leave such matters entirely in the hands of the owners of the buildings, and if the Commission assumes the responsibility in this instance, it would be deviating from such policy. However, he recommended such deviation in view of the fact that the building to be moved is a church and that the church officials are not prepared to handle matters of this kind. The Commission approved the recommendation subject to the condition that the state is put to no extra expense under the settlement previously agreed upon.

The Commission approved settlement heretofore made by the Attorney with the Klamath Indian Agency for right of way acquired for the Cushman Ranch-Trail Section of the Tiller-Trail Secondary Highway, in Jackson County, involving an expenditure of $1,150 for 11.78 acres of land.

The Attorney requested authority to purchase fire insurance for buildings recently acquired from Mr. Duane Gibson, Salem, for right of way for the Salem South Section of the Pacific Highway, in Marion County. He advised that the improvements on this property cost the state $4,100 and that the owners have been carrying $3,200 insurance on the same. He further advised that the improvements are in first class condition, and, in his estimation, are worth being insured for a similar amount in view of the fact that they are not eligible for state insurance. The Commission approved the request by unanimous vote.

The Attorney brought up for discussion the matter of preserving the approach to Boone's Ferry at Wilsonville when the new highway between West Portland and Hubbard has been constructed. In the discussion of this matter it was pointed out that the proposed bridge over the Willamette River will be located some little distance down stream from the ferry but there are possibilities of developing a state park at this location. In view thereof, the Commission decided to retain the approach until the bridge is completed and then to investigate the state park possibilities. The matter was referred to the State Parks Superintendent for investigation and report.

The Commission discussed a request from the Episcopal Church people in Oregon City for a change in the plans for state highway improvement along Water Street as it affects the church property. It appears that when Water Street was selected as the route of the state highway through Oregon City, the church people made a tentative arrangement with the Clackamas County Court for the sale of the church property to the county, but the deal was not consummated and the church people now want the State Highway Commission to

NOTED

revise its plans for this improvement to include the construction of an approach to the highway along 9th Street, past the church property, which would necessitate the elimination of guard rail that is proposed along this particular section. The Engineer recommended against such change on account of the traffic hazard that would be created thereby. The Commission approved the recommendation and decided unanimously to adhere to the original plan for this highway improvement.

Reconsideration was given by the Commission to the matter of sale of an old gravel pit situate adjacent to the Pacific Highway about 2 miles south of Junction City. It was explained that the Oregon Electric Railroad lies between this pit and the highway and that the pit is of no value for state purposes inasmuch as all material valuable for state highway construction has been removed, and it was recommended that the property be sold. The Commission ordered that it be offered to other state departments, to Lane County, and to the original owner, in the order mentioned, and if none are interested in the property, then the Attorney is authorised to sell it at a reasonable price to anyone desiring the same.

The Attorney requested instructions relative to securing title insurance in connection with future real property purchases. He pointed out that the present policy is to secure title insurance if the purchase does not involve an expenditure of more than $500, but since such policy was established the title insurance companies have raised their rates about 25 per cent, which brings up the question whether or not the Commission desires to change its policy. The Commission deferred action on this matter until the next meeting.

The Secretary presented a resolution from Westmost Grange No. 884, Bandon, Oregon, in which the Commission was urged to create a state park at a place known as Crofts Lake, near Bandon, in Coos County. The matter was referred to the State Parks Superintendent for investigation and report.

The Engineer requested authority to post the Elsie-Necanicum Junction Section of the Wolf Creek Highway for a 35-mile-per-hour speed limit and to also post this highway where it passes the Bear Creek Camp for the same speed limit, due to the heavy traffic that this road is now carrying and the hazardous condition that obtains during the highway construction operations. The Commission approved the request by unanimous vote.

The Engineer reported on the cost to conduct snow-removal operations on the Weston-Elgin Secondary Highway, in Umatilla and Wallowa Counties, in order to keep this highway open for traffic throughout the winter season. He estimated that such work would cost from $10,000 to $12,000 and advised that if the Commission ordered the work done it would be necessary to purchase additional snow-removal equipment. The Commission considered that this expense is not justified by the traffic that would use the road during the winter months and accordingly denied the request of the Wallowa Community Service Club that this road be kept open for travel throughout the entire year.

The matter of adopting a permanent route for the Umpqua Highway through the town of Reedsport, Douglas County, in connection with which matter

FORM 2-K-1 2M 4-39

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
HURON W. CLOUGH, CANYONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
J. M. DEVERS
ATTORNEY
J. W. DESOUZA
ASSISTANT ATTORNEY

OREGON STATE HIGHWAY COMMISSION
SALEM

(1f)

RECEIVED
[illegible] 1939
FOR [illegible]

July 13, 1939

IN REPLY PLEASE
REFER TO FILE NO.

R 7005

Mr. H. B. Glaisyer,
Office.

Dear Sir:

Please put on the agenda for discussion the request made by Mr. Hare of Hillsboro that the Commission make a special ruling for the Methodist Church property at Hillsboro.

Yours very truly,

JMD
J. M. DEVERS

JMD:PW

R. E.

23-1624

January 26, 1940

CONTRACTING & SALES COMPANY, INC.
212 N. Russell Street
Portland, Oregon

Gentlemen:

We are handing you herewith a fully executed copy of Contract No. ~~2726~~ 2263 which was awarded to you on January 3, 1940, by the State Highway Commission, covering the moving and reconstructing of the Methodist Episcopal church buildings in Tigard, Washington County.

This copy is for your records and files.

Very truly yours,

STATE HIGHWAY COMMISSION
By

Secretary

MDL

RECEIVED
JAN 1 [illegible]
[illegible]

30-1034

January 17, 1940

Contracting & Sales Company, Inc.
212 North Russell Street,
Portland, Oregon.

Gentlemen:

We are returning herewith three copies of the contract which was awarded to you by the Highway Commission on January 3rd for reconstructing and moving the Methodist Episcopal Church in Tigard, Washington County.

You are advised that before this contract will be acceptable it will be necessary that each copy of the agreement and bond be signed the secretary of your corporation. It will also be necessary to have each copy of the bond countersigned by an authorised licensed agent for the Maryland Casualty Company.

When this has been done please return all copies to this office for final execution by the Highway Commission. One fully executed copy will then be returned to you.

Very truly yours,

Secretary.

Dict. by J. McFarland.

RECEIVED

FOR

24-1124

January 9, 1940

Contracting & Sales Company
212 North Russell Street
Portland, Oregon

Gentlemen:

We are sending to you today by express four copies of Contract No. 2263 which was awarded to you on January 3, 1940, By the State Highway Commission covering the moving and reconstruction of the Methodist Episcopal Church building in Tigard, Washington County.

Will you kindly execute all four copies of this contract as to agreement and bond and return them to this office for approval by the Highway Commission. When this is done a fully executed copy will be returned to you for your records and files. We will also send an executed copy to the surety on your bond.

Very truly yours,

JM:AM

Secretary

RECEIVED
JAN 5 1940
FOR FILING

34-1027

January 3, 1940

Contracting & Sales Co.,
212 North Russell Street
Portland, Oregon

Gentlemen:

Confirming my wire to you of this date, the State Highway Commission awarded to you today the contract covering the moving and reconstruction of the Methodist Episcopal Church Building, in Tigard, based upon your alternate bid, in the amount of $5,927.00, submitted on December 7th, 1939, covering full basement construction.

Contract forms will be sent to you in a few days for execution.

Yours very truly,

Secretary

HBG:MC

cc - Bridge Department

CLASS OF SERVICE DESIRED			
DOMESTIC		CABLE	
TELEGRAM	✓	ORDINARY	
DAY LETTER		URGENT RATE	
SERIAL		DEFERRED	
NIGHT LETTER		NIGHT LETTER	
SPECIAL SERVICE		SHIP RADIOGRAM	

Patrons should check class of service desired, otherwise the message will be transmitted as a telegram or ordinary cablegram.

COPY OF WESTERN UNION TELEGRAM

SALEM OREGON
JANUARY 3, 1940

CONTRACTING & SALES CO.,
212 North Russell Street
Portland, Oregon

THE STATE HIGHWAY COMMISSION AWARDED TO YOU TODAY THE CONTRACT COVERING THE MOVING AND RECONSTRUCTION OF THE METHODIST EPISCOPAL CHURCH BUILDING IN TIGARD BASED ON BID SUBMITTED BY YOU ON DECEMBER SEVENTH FOR FULL BASEMENT CONSTRUCTION. CONTRACT FORMS FOLLOW SHORTLY.

H. B. GLAISYER, SECRETARY
STATE HIGHWAY COMMISSION

file ✓

ttorney

JWD:AW
cc Mr. C. B. McCullough ✓
Mr. H. G. Smith
Mr. E. A. Collier

Form E-30—Revised—25M—[illegible]-39

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
January 3, 1940

Subject: Methodist Episcopal Church
at Tigard, File R7005

To:
Mr. G. S. Paxson
Bridge Engineer
Office

NOTED
C. B. McCullough

Dear Sir:

This is to advise you that we now are in receipt of formal advice from the Board of Trustees of the Tigard Methodist Episcopal Church that the Board has elected to accept the moving alternate which calls for the full basement construction.

Yours very truly,

J. W. DeSOUZA
Assistant Attorney

JWD:AW
cc Mr. C. B. McCullough ✓
Mr. H. G. Smith
Mr. E. A. Collier

Form E-30—Revised—25M—8-39

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

4- 1074

Salem, Oregon
December 12, 1939

Subject: R 7005

To: Mr. G. S. Paxson
Bridge Engineer
Office

Dear Sir:

Mr. C. [illegible]. Miller, Chairman of the Board of Trustees, and Reverend Jeffrey of the Methodist Episcopal Church of Tigard were in the office yesterday morning and advised that they desired that the contract for the moving of the church building be awarded upon the basis of the alternate calling for the construction of the full basement. The low bid for this was submitted by Contracting and Sales Company in the amount of $5,927.00. The Board of Trustees is to hold a meeting today, Tuesday, for formally considering the matter, but I was assured that the decision herein given is the one which will be made.

It was requested that in the award of the contract no work be done in connection with the buildings themselves until after the first of the year, so as to avoid any interruption to the usual Christmas and New Year services and also in order to avoid interference with a wedding which is to be held in the church on New Year's day. There would be no objection, however, to the contractor starting the preparation of the site on which the buildings are to be moved.

It might be desirable to wait for formal notification of the action of the trustees, and you will be advised of this as soon as it is received.

Your attention is called to the fact that the bids on this project were referred by the Commission to the State Highway Engineer with authority to make an award upon the basis of the alternate selected by the church.

Yours very truly,

J. M. DEVERS

By

J. W. DeSOUZA
Assistant Attorney

JWD:AW
cc Mr. W. G. Hare
Mr. H. B. Glaisyer
Mr. H. G. Smith
Mr. R. H. Baldock
Mr. E. A. Collier

REFERRED TO
SECRETARY

NOTED
H B GLAISYER

CONTRACT#2264

FAS 27-B-1 Summit-Mist Sec., Mist- 1940
Clatskanie Secon.
#2264

6

RECEIVED
MAY 21 1941
FOR FILING

FAS 27-B-1

May 20, 1941

United States Fidelity & Guaranty Company
M. K. Sprott
Bedell Building
Portland, Oregon

Dear Sirs:

You are hereby notified that State Highway contract No. 2264 for work on the Summit-Mist Section of the Mist-Clatskanie Secondary Highway, in Columbia County, has been completed by the contractor, Tidepoint Company, Inc., 222 Astor Building, Astoria, and that post-final payment will be made on or after May 31, 1941.

The state is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues, or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the state assumes no responsibility for any such claims should there be any.

This notice is served upon you since you appear as surety on the bond furnished by the above contractor. Kindly acknowledge receipt of this letter.

For your information we wish to advise that the total amount paid the contractor in connection with this contract will be $28,044.92, including final payment and that no force account work was performed therein. This contract was completed on Sept. 23, 1940, and accepted by the Commission on Oct. 11, 1940.

Yours very truly,

STATE HIGHWAY COMMISSION

By

Secretary

OA

NOTED
D. G. DeSart

a

RECEIVED
APR 21 1941
FOR FILING

FAS 37-13-1

April 21, 1941

Warren Northwest Inc.
Highway & Road Contractors
P. O. Box 5072
Portland, Oregon

Gentlemen:

This will acknowledge receipt of your letter of April 18th and advise that a final payment was mailed to Tidepoint Company of Astoria for surfacing and oiling the Summit-Mist Section of the Mist-Clatskanie Secondary Highway, Contract No. 2264, on April 9, 1941, in the amount of $547.63. This contract was accepted by the Commission on Oct. 11, 1940.

Final payment was made to Roy L. Houck for grading and surfacing the Salem-Pringle Creek Section of the Pacific Highway under contract No. 2227 in the amount of $2735.15 on March 20, 1941. This contract was accepted by the Commission on November 13, 1940.

Yours very truly,

STATE HIGHWAY COMMISSION

By

Secretary

DGD:OA

WARREN NORTHWEST INC.

HIGHWAY & ROAD CONTRACTORS

P. O. BOX 5072
PORTLAND, OREGON
TABOR 2062

April 18, 1941

Oregon State Highway Commission
Salem, Oregon

Attention, Mr. McFarland

Gentlemen:

Would you kindly advise us whether or not Tidepoint Company of Astoria has been paid in full on their 1940 contract No. 2264 covering Mist-Clatskanie Secondary project in Columbia County.

We also are interested in whether or not Roy L. Houck has been paid in full on his 1940 contract No. 2227 covering Salem South project in Marion County.

Both of the above parties still owe us money on our subcontract work which is payable to us on payment to them by the State.

Thanking you for this information, we remain

Very truly yours,

WARREN NORTHWEST INC.

A M Eppling

A. M. Eppling
Sec. Treas.

AME:ZA

REFERRED TO
[illegible]
BY SECRETARY

Prepare reply

RECEIVED
MAR 24 1941
FOR FILING

FAS 27-F-1

March 22, 1941

United States Fidelity & Guaranty Co.
M. K. Sprott
Bedell Building
Portland, Oregon

Dear Sirs:

You are hereby notified that State Highway contract No. 2264 for work on the Summit-Mist Section of the Mist-Clatskanie Secondary Highway, in Columbia County, has been completed by the contractor, Tidepoint Company, Inc., 222 Astor Building, Astoria, Oregon, and that revised final settlement will be made on or after April 1, 1941.

The state is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues, or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the state assumes no responsibility for any such claims should there be any.

This notice is served upon you since you appear as surety on the bond furnished by the above contractor. Kindly acknowledge receipt of this letter.

For your information we wish to advise that the total amount paid the contractor in connection with this contract will be $28,026.19 and that no force account work was performed therein.

Yours very truly,

OREGON STATE HIGHWAY COMMISSION

By

OA

Secretary

NOTED
D. G. DeSart

RECEIVED
JAN 6 1941
FOR FILING

FAS 27-B-1

January 4, 1941

Union Oil Company of California
Yeon Building
Portland, Oregon

Attention: W. S. Newton, Jr.

Gentlemen:

This will acknowledge your letter of January 3 and advise that final payment has not as yet been made to Tidepoint Company, Inc., for work performed on the Summit-Mist Section of the Mist-Clatskanie Secondary Highway, under its contract No. 2264.

The voucher for this final payment, in the amount of $457.71, was mailed to the Tidepoint Company for signature on November 13, 1940, and has not been returned to this office.

This contract was completed on September 23 and was accepted by the State Highway Commission on October 11, 1940.

If and when this final payment is accepted, the total amount paid on the contract will be $27,936.27.

Very truly yours,

STATE HIGHWAY COMMISSION

By

Secretary

DD:AM

Union Oil Company of California

YEON BUILDING
PORTLAND, OREGON

RECEIVED

January 3, 1941

Oregon State Highway Commission
Salem
Oregon

Gentlemen:

OREGON CONTRACT #2264

Will you please inform us if you have made final settlement on this contract, also the date that final settlement was made and the date that the contract was accepted?

Enclosed is a self-addressed and stamped envelope for your convenience in replying. Thank you.

Yours very truly

D. E. NICHOLS
District Credit Supervisor

By: W S Newton Jr

WSN:EAC
Enclosure

FORM 401 P 12-39 13M

RECEIVED
NOV 27 1940
FOR FILING

FAS 27-C-1

November 23, 1940

TIDEPOINT COMPANY
561½ Commercial Street
Astoria, Oregon

Gentlemen:

At the meeting of the State Highway Commission held on October 11, 1940, the following action was taken on your request for extension of time:

> "Tidepoint Company, Contract No. 2264, for surfacing and oiling the Summit-Mist Section of the Mist-Clatskanie Secondary Highway, in Columbia County, requested an extension of time of 30 days, from August 31 to September 30, 1940, within which to complete this project. They attributed their failure to complete the project within the specified time limit to adverse weather conditions which interfered with the oiling operations. The Engineer advised that this contract was awarded on January 11, 1940, but work was not started until a considerable period of time had elapsed after the award, which is the principal reason that the contract was not completed within the specified time. He recommended, in view of the circumstances, that the extension of time requested be granted but that the contractor be charged with the expense incurred by the state for engineering supervision subsequent to the specified date of completion. A letter was presented from the Public Roads Administration concurring therein. The Commission approved the recommendation."

Very truly yours,

STATE HIGHWAY COMMISSION

By
Secretary

MBL

cc - F. D. Eason

R.H. Baldock

Summit-Mist
Contract No. 2264
Tidepoint Company, Contractor

FAS [illegible]

FINAL COST ANALYSIS
Surface and Oil
November 16th, 1940

NOTED
State Highway Engineer

Mist-Clatskanie Secondary
Prefix 105-1012
J. C. Chapman, Engineer

RECEIVED
DEC 3 1940
FOR FILING

Item	Cost	Quantity	Unit	Unit Cost	Unit Bid	Gross Revenue
Trench Excavation	313.06	195.66	Cu Yd	1.60	1.50	293.49
18" Concrete Pipe	630.42	357	Lin Ft	1.77	2.50	892.50
Salvage Culvert Pipe	55.50	111	" "	.50	.50	55.50
1¼"-0" Rock in Base	9,991.72	8,529	Cu Yd	1.17	1.15	9,808.35
Hauling Base Rock	1,681.44	21,018	Yd Mi	0.08	0.08	1,681.44
Filler	121.49	434	Cu Yd	0.30	0.45	195.30
Hauling Filler	118.35	789	Yd Mi	0.08	0.15	118.35
Sprinkling	680.07	488.74	M Gal	1.39	1.50	733.11
3/4"-1/2" Cr. Rock in S.P.	475.17	439.97	Cu Yd	1.08	1.25	549.96
1/2"-1/4" " " "	877.36	812.37	Cu Yd	1.08	1.25	1,015.46
1/4" -0" " " "	162.00	150	" "	1.08	1.25	187.50
Hauling Cr. Rock to S.P.	212.68	2,593.7	Yd Mi	0.08	0.10	259.37
*Preparation of Base	555.90	5.45	Mile	102.00	100.00	545.00
*Mineral Aggregate in Place	5,580.72	2,089.5	Cu Yd	2.67	2.60	5,432.70
*RC-3 in Seal Coat	1,119.82	64.33	Tons	17.41	18.50	1,190.11
*Light Tar in Binder Course	1,824.23	112.71	"	16.20	17.50	1,972.43
*Heavy Tar in Place	2,989.87	184.59	"	16.20	17.50	3,230.33
Screen Rejections	166.18	664.7	Cu Yd	0.25	0.25	166.18
Hauling "	1.33	13.3	Yd Mi	0.10	0.10	1.33
P.O. #7219 M.P. 65.5						
1½"-3/4" Crushed Rock in S.P.	96.85	57.65	Cu Yd	1.78	1.90	109.54
3/4"-1/2" " " "	250.74	149.25	" "	1.78	1.90	283.58
1/2" - 1/4" Crushed Rock in S.P.	183.37	109.15	" "	1.78	1.90	207.39
M.P. 76.5						
1¼" - 3/4" Crushed Rock in S.P.	87.22	40.38	" "	2.16	2.10	84.80

FINAL COST ANALYSIS, CON'T.
Summit-Mist

Item	Cost	Quantity	Unit	Unit Cost	Unit Bid	Gross Revenue
3/4" - 1/2" Crushed Rock in S.P.	269.46	124.75	Cu Yd	2.16	2.10	261.98
1/2" - 1/4" " " "	336.53	155.80	" "	2.16	2.10	327.18
Sales to O. C. Yocom:						
Crushed Rock	735.08	742.5	Cu Yd	0.99	1.35	1,002.37
P. O. #9474						
1¼" - 0" Crushed Rock in S.P.	361.41	232.97	Cu Yd	1.55	1.55	361.10
	$29,877.97					$30,966.35
Deduction of Engineering Costs for over-run of time limit						*392.14
						$30,574.21

Gross Revenue	$30,574.21
Total Cost	29,877.97
Net Profit	$ 696.24

Net Profit Equals 2.3% of Gross Revenue

---

* Sub-Contracted to Warren Northwest Company.

SUMMIT - MIST

Detail of Cost

LABOR:

Supervision	$ 815.31	
Labor	5,837.37	
S. I. A. C.	568.52	
S. S. and Unemployment Insurance	266.09	
		$7,487.29

MATERIALS:

18" Concrete Pipe	357	Lin Ft	@ $ 1.326	473.38	
RC 3 Road Oil	64.33	Tons	@ 9.50	611.14	
Freight on Road Oil	64.33	"	@ 2.80	180.12	
Light Tar	112.71	"	@ 11.10 (At Clatskanie)	1,251.08	
Heavy Tar	184.79	"	@ 11.10 (At Clatskanie)	2,051.17	
					$4,566.89

EQUIPMENT RENTAL & MISC. SUPPLIES:

Equipment Rental		6,112.50	
Hired Trucks		2,131.45	
Gas, Oil & Grease		1,904.42	
Crusher Set Up, Materials & Supplies		725.30	
Miscellaneous Supplies		325.54	
Move In, Cartage		86.21	
Bond		265.06	
Public Liability Insurance		66.53	
Office & Overhead	2%	619.32	
Explosives		294.94	
			$12,531.27

SUB-CONTRACTOR, WARREN-NORTHWEST COMPANY:

Preparation of Base	5.45	Mi.	@ $100.00	545.00	
Mineral Aggregate in Place	2,089.5	Cu Yd	@ 1.45	3,029.78	
RC-3 in Seal Coat	64.33	Tons	@ 4.75	305.57	
Light Tar in Binder Course	112.71	Tons	@ 4.75	535.37	
Heavy Tar in Place	184.59	Tons	@ 4.75	876.80	
					$5,292.52

TOTAL $29,877.97

SUMMIT - MIST

Breakdown of Crushing Costs

Item	Cost	Quantity	Unit	Unit Cost
Build Quarry Hauling Road	190.86	13,634.29	Cu. Yd.	0.014
Move In & Set Up Crushing Plant	2,495.06	"	" "	0.183
Drill and Shoot	721.89	"	" "	0.053
Load in Quarry	2,290.89	"	" "	0.169
Haul to Crusher	1,526.20	"	" "	0.112
Crushing	5,349.34	"	" "	0.392
Supervision, Overhead, Etc.	908.52	"	" "	0.067
	13,482.76	13,634.29	Cu. Yd.	$0.990

Plant operated 670.5 hours averaging 20.3 cubic yards per hour.

Remarks:

This contract, which required the surfacing and oiling of 5.45 miles on the Mist-Clatskanie Secondary Highway, was bid on January 11th, 1940. The contractor started work on May [illegible] and completed the work on September [illegible], [illegible].

The contractor's plant, [illegible] 23" Traylor gyratory crusher [illegible] Diesel motor and a [illegible] H.P. gas motor [illegible] plant. As the quarry [illegible] the contractor [illegible] slope [illegible]

[illegible]

[illegible]

[illegible]

[illegible]

RECEIVED
NOV 1[illegible] 1940
FOR FILING

FAS 27-B-1

November 14, 1940

United States Fidelity & Guaranty Co.
M. K. Sprott, Agent
Bedell Building
Portland, Oregon

Gentlemen:

You are hereby notified that State Highway contract No. 2264, for the surfacing and oiling of 5.45 miles, on the Summit-Mist Section of the Mist-Clatskanie Secondary, in Columbia County, has been completed by the contractors, Tidepoint Company, and that final settlement will be made by the state with said contractors for work done under said contract on or after November 25, 1940.

The state is not advised of any unpaid claims for labor or material, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the State assumes no responsibility for any such claims should there be any.

This notice is served upon you as you appear as surety on the bond furnished by the above contractor. Kindly acknowledge receipt of this letter.

For your information we wish to advise that the total amount paid the above contractors in connection with this contract will be $20,936.27, including the final payment.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

By

Secretary

RS

RECEIVED
NOV 8 1940
FOR FILING

FAS 27-B-1

2264

November 7, 1940

Warren Northwest, Inc.,
P. O. Box 5072
Portland, Oregon

Attention: A. M. Eppling,
Sec. & Treasurer

Gentlemen:

Replying to your recent letter pertaining to the claim of Thomas Mustola, Jr., advise that we have forwarded your check in the amount of $19.16 to Mr. Mustola along with a copy of your letter of explanation. A copy of our letter to Mr. Mustola is enclosed herewith.

Thank you for your prompt attention given this matter.

Yours very truly,

Secretary

DD:MC

cc - Tidepoint Company, Inc.,
222 Astor Building
Astoria, Oregon

U. S. Fidelity & Guaranty Co.
M. K. Sprott, Res. Agent
Bedell Building
Portland, Oregon

NOTED
D. G. DeSart

November 4, 1940

Mr. Thomas Mustola, Jr.,
Route 1, Box 49
Clatskanie, Oregon

Dear Sir:

In response to our letter of recent date to Warren Northwest, Inc., in regard to amount due you for labor performed in connection with the Summit-Mist Section of the Mist-Clatskanie Secondary Highway, we received advice from them to the effect that they issued you a check under date of September 7 covering payment of this claim but that said check was never cashed. They have, therefore, stopped payment on said check and have sent us another one in the amount of $19.16, covering your claim. This check we are transmitting to you, herewith. We are also enclosing a copy of Warren Northwest's letter, which is self-explanatory.

Yours very truly,

Secretary

DD:MC
encl.

cc - Warren-Northwest Inc.

NOTED
D. G. DeSart

WARREN NORTHWEST INC.

HIGHWAY & ENGINEERING CONTRACTORS

BOISE, IDAHO
BILLINGS, MONTANA

P.O. BOX 5072
PORTLAND, OREGON

RECEIVED
[illegible] 4 - 1940

November 1, 1940

Oregon State Highway Commission
Salem, Oregon

Attention, Mr. H. B. Glaizyer, Sec.

Gentlemen:

Thomas Mustola, Jr. was issued our check No. 16385, dated September 7, 1940, covering 33 hours of employment, amount $19.80 with deductions totaling .64¢ or a net of $19.16. By referring to our Certified Transcript of Payroll, you will find that this man appears on same.

We have checked with our bank statement and find that this check has never been cashed by Thomas Mustola, jr. and we today have stopped payment on the old check and are enclosing herewith check to take the place of same. We ask that you forward this check to Mr. Mustola with copy of this letter which is also enclosed.

Very truly yours,

WARREN NORTHWEST INC.

A M Eppling

A. M. Eppling
Sec. and Treas.

AME:ZA

Copies to Tidepoint Co.
U. S. F & G. Co.
Thos. Mustola, Jr.

NOTED
D. G. DeSart

RECEIVED
NOV 1 1940
FOR FILING

FAS 37-B-1

October 29, 1940

U. S. Fidelity & Guaranty Company
M. K. Sprott, Resident Agent
Bedell Building
Portland, Oregon

Gentlemen:

We have been notified by Thomas Mustola, Jr., of Clatskanie, Oregon, that he has a claim against Tidepoint Company, Inc., through Warren-Northwest, Inc., who did their oiling work on the Mist-Clatskanie Secondary Highway, (Summit-Mist Section), for 33½ hours of labor with the oiling crew at $0.60 per hour, or $20.10.

Inasmuch as you are surety for Tidepoint Company on this job, we are notifying you of this claim, requesting that you give it due attention.

Very truly yours,

STATE HIGHWAY COMMISSION

By
Secretary

DOD:MBL

cc - Tidepoint Company, Inc.
222 Astor Building
Astoria, Oregon

cc - Warren Northwest, Inc.
Box 5072
Portland, Oregon

NOTED
D. G. DeSart

October 29, 1940

Mr. Thomas Mustola, Jr.
Route 1, Box 49
Clatskanie, Oregon

Dear Sir:

This will acknowledge receipt of your letter of recent date and advise that Warren Northwest, Inc., Box 5072, Portland, performed the oiling work for the Tidepoint Company, Inc., 222 Aster Building, Astoria, on the Summit-Mist Section of the Mist-Clatskanie Secondary Highway. Contract No 2264

The performance bond for this contract was furnished by the United States Fidelity & Guaranty Company, for whom M. K. Sprott, Bedell Building, Portland, is resident agent.

We suggest that if you do not receive satisfaction through the contractor you file your claim with the Secretary of State in accordance with the provisions of Chapter 517, Oregon Laws 1939, mimeographed copy of which is enclosed. We are calling the attention of the contractor, Tidepoint Company, and their surety to this claim.

Very truly yours,

STATE HIGHWAY COMMISSION

By
Secretary

DGD:MHL

NOTED
D. G. DeSart

Thomas Mustola Jr.
Rt 1, Box 498
Clatskanie, Ore.

RECEIVED

Oregon State Highway Commission
Salem, Oregon

Dear Sir:

I worked for the Warren Construction Oiling crew near Mist, Ore. (on the Mist road) on Sept. 5 - 9 hrs., Sept 6 - 12½ hrs., Sept 7 - 12 hrs. which is a total of 33½ hrs. at $.60 per hr. and have not received my check.

I do not know their address so would appreciate it if you would inform them about it, or send me their address that some action would be taken toward it.

A prompt reply would be greatly appreciated.

Yours truly,
Thomas Mustola Jr.

AGRICULTURE
S
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ATION

POST OFFICE BUILDING
PORTLAND, OREGON

October 7, 1940

7-B (1).

kanie Highway

________, was made by

mber 30, 1940 ________.

ll be appreciated.

yours,

H
ngineer

By L. J. Caufield
L. J. Caufield
Sr. Highway Engineer

FAS 27-B-1

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION

POST OFFICE BUILDING
PORTLAND, OREGON

Stencil No. 8.

IN YOUR REPLY PLEASE
REFER TO FILE No.________

October 7, 1940

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

Final inspection of Oregon FAS 27-B (1), the Summit-Mist Section of the Mist-Clatskanie Highway ________, was made by a representative of this office on September 30, 1940. Prompt submission of the final voucher will be appreciated.

Very truly yours,

W. H. LYNCH
District Engineer

By L. Caufield
L. J. Caufield
Sr. Highway Engineer

RECEIVED
OCT 22 1940
FOR FILING

FAS 37-C-1

October 22, 1940

UNION OIL COMPANY OF CALIFORNIA
Yeon Building
Portland, Oregon

Attention D. E. Nichols, District Credit Supervisor

Gentlemen:

In answer to your request of October 17, this will inform you that Contract No. 2264, with Tidepoint Company, Inc., was completed September 23 and accepted October 11, 1940. The semi-final payment recently made brings the total paid on this contract to $27,478.56. The final payment, in the amount of approximately $800.00, will probably be made about the end of November.

Very truly yours,

STATE HIGHWAY COMMISSION
By

Secretary

DGD:MBL

Union Oil Company of California

YEON BUILDING
PORTLAND, OREGON

RECEIVED
[illegible] 1940
[illegible]

October 17, 1940

Oregon State Highway Commission
Salem
Oregon

Gentlemen:

State of Oregon
Contract #2264

We understand that this contract has been completed and we would appreciate your informing us the date of its acceptance. Will you also inform us the amount of money still due the original contractor on this contract and when payment will be made?

Thank you.

Yours very truly

D. E. NICHOLS
District Credit Supervisor

By: W S Newton Jr

WSN:EAC

FORM 401 P

RECEIVED
OCT 18 1940
FOR FILING

FAS 27-B-1

October 17, 1940

LONGVIEW CONCRETE PIPE COMPANY
Longview, Washington

Attention Geo. F. Ruth, Manager

Gentlemen:

Pursuant to your letter of October 16 this will advise you that Oregon State Highway Contract No. 2264 with Tidepoint Company for the construction of 5.45 miles surfacing and oiling on the Summit-Mist Section of the Mist-Clatskanie Secondary Highway, in Columbia County, was completed on September 23 and accepted by the Highway Commission on October 11, 1940.

Very truly yours,

STATE HIGHWAY COMMISSION
By

Secretary

DGD:MBL

NOTED
D. G. DeSart

Telephone Longview 827

Post Office Box 628

LONGVIEW CONCRETE PIPE COMPANY

"THE PIPE EVERLASTING"

Longview, Wash.

[illegible]ED
OCT 17 1940
STATE HIGHWAY COMMISSION

Oct. 16, 1940

Department of Highways,
Salem, Oregon.

Gentlemen:

We furnished the concrete culvert pipe on Contract No. 2264, Prefix 105-1012, Columbia County, FAS 27-B(1), and would like to know if this job has been accepted, and if so, when. If it has not yet been accepted, can you tell us the probable date that it will be.

Thanking you, we are,

Yours very truly,
LONGVIEW CONCRETE PIPE COMPANY
Geo. F. Ruth
Geo. F. Ruth, Manager.

RECEIVED
OCT 7 1940
FOR FILING

FAS [illegible]

October 5, 1940

United States Fidelity & Guaranty Co.
M. K. Sprott
Bedell Building
Portland, Oregon

Gentlemen:

You are advised that it is the intention of the State Highway Commission to make semi-final payment to the Tidepoint Company, on contract No. 2264, for surfacing and oiling on the Summit-Mist Section of the Mist-Clatskanie Secondary Highway in Columbia County. This payment will be made on or after October 15, 1940.

Kindly acknowledge receipt of this letter.

Yours very truly,

OREGON STATE HIGHWAY COMMISSION

By:

Secretary

rs

NOTED
D. G. DeSart

Form E-1—9M—3-40

7/(5 :7-1

OREGON STATE HIGHWAY COMMISSION
FIELD ENGINEER'S WEEKLY REPORT
FOR CONSTRUCTION PROJECTS ONLY

		For Week Ending	Sept. 28, 1940
Section	Summit - Mist	*Kind of work*	Surfacing and Oiling
Highway	Mist - Clatskanie	*Section prefix*	105-1012
Contractor	Tidepoint Company	*Contract number*	2264
Date of contract	Jan. 11, 1940	*Date of completion*	Aug. 31, 1940
Date work started	May 6, 1940	*Estimated date of completion*	, 19
Amount of contract	$ 26,505	*Per cent of time elapsed*	%

Estimated cost of completed project, exclusive of engineering $ 28,365.45

Per cent of contract completed, based on total contract price 100 %

Engineering cost to date, $ 1955 , 7.4 % *Date project was completed* Sept 23, 1940

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

Monday, Tuesday: Party remeasure stockpiles for this project and and for purchase order at sites at Clatskanie and Wauna. Two men compute final estimate.

Wednesday to Friday: Three men compute stockpiles and complete final estimate.

Mr. F. D. Eason stopped at office Thursday and discussed work.

NOTED
J. N. HACK

The contractor completed shaping up stockpiles Monday. All work under contract completed as of Sept. 23, 1940, and notice sent to P. R. A. to that effect.

NOTED
RAY WEBBER

RECEIVED
SEP 30 1940
OFFICE OF
DIVISION ENGINEER
DIVISION NO. 2

SEP 30 1940

Signed J. C. Chapman

Address Jewell, Oregon.

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project		4.89		5.45	
Miles partially completed					
Miles completed		4.89		5.45	
Total estimated quantities		8,529	1,402	2,089.5	
Estimated quantities moved or placed to date		8,529	1,402	2,089.5	
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day			1		
Hours per shift			8		
Average force on project for week			4		

Percentages of men employed on contract to be secured from: .... County, ...%; .... County, ...%; .... County, ...%; .... County, ...%

	NUMBER USED AND SECURED FROM					CONTRACTOR'S KEY MEN, ETC.	TOTAL
	COUNTY	COUNTY	COUNTY	COUNTY	OTHER SOURCES		
Men							
Men and teams							
Men and trucks under 3 tons							
Men and trucks over 3 tons							
Men and tractors							

Equipment used during week: Shovels ...., Power graders 1, Rollers ...., Mixers ...., Crushing or screening plants ...., ..., ..., ...

Compressors ...., Bulldozers ...., Sheet-foot rollers ....,

	WEATHER	HRS DELAY	CAUSE OF DELAY
Sunday	Fair		
Monday	"		
Tuesday	"		
Wednesday	"		
Thursday	Showers		
Friday	Rain		
Saturday	"		

RECEIVED
AUG 13 1940
FOR FILING

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION

FAS 27-F-1

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

POST OFFICE BUILDING
PORTLAND, OREGON

Stencil No. 124

IN YOUR REPLY PLEASE
REFER TO FILE No. Oregon FAS 27-B (1)
Summit-Mist Section,
Mist-Clatskanie Section Hwy.

June 10, 1940

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

We are forwarding herewith, for your files, an executed copy of the ____________________ project agreement and certificate for the above numbered project.

Very truly yours,

W. H. LYNCH
District Engineer

By L. Caufield
L. J. Caufield
Sr. Highway Engineer

Encls.

Ira

wa+pr- 5253

Form P. R. 2

State Oregon

Federal Aid Secondary Project No. FAS 27-B(1)

PROJECT AGREEMENT

MEMORANDUM OF AGREEMENT made this 8th day of May, 1940 by and between the Oregon State Highway Commission, constituting for the purpose hereof, the Highway Department of the State of Oregon hereinafter called the Highway Department, and the Federal Works Administrator, hereinafter called the Administrator, under and pursuant to the provisions of the act of Congress approved July 11, 1916 (39 Stat., 355), entitled "An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes," and of the act approved November 9, 1921 (42 Stat., 212), entitled "An Act to amend the Act entitled 'An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes,' approved July 11, 1916, as amended and supplemented, and for other purposes," and acts amendatory thereof or supplementary thereto; particularly Section 7 of the Act approved June 16, 1936, 49 Stat. 1521 (Public No. 686, 74th Congress);

Whereas the Highway Department of said State submitted on the 1st day of February, 1939, a project statement, which was approved on the 21st day of February, 1939, for the proposed construction of a project consisting of the road hereinafter described; and

Whereas the Highway Department, in accordance with the rules and regulations promulgated for the administration of the Federal Highway Act, has furnished surveys, plans, specifications, and estimates for Section B(1) of said project which were recommended for approval by the District Engineer of the Public Roads Administration on the 19th day of December 1939; and

Whereas the Administrator has certified to the Secretary of the Treasury his approval of said surveys, plans, specifications, and estimates, and the sum of Sixteen thousand, five hundred twenty and 00/100 dollars ($16,520.00) as the share of the United States payable under said act on account of Section B(1) of said project, which does not exceed the authorized Federal pro rata share of the approved total estimated cost thereof:

Now, therefore, in consideration of the premises and of the several promises to be faithfully performed by each, as hereinafter set forth, the Highway Department and the Administrator do hereby mutually agree as follows:

FUNDS AT THE DISPOSAL OF THE HIGHWAY DEPARTMENT

ARTICLE I. Funds for the use of the Highway Department in the construction of said project have been made available in the following manner, to wit:

(*a*) By the State from Chap. 175, laws 1917; Chap. 31, laws 1920; Chap. 520, laws 1939.
(Include date and citation of act of legislature by which authorized)

(*b*) From other sources
(State how placed under direct control of Highway Department)

ROAD EMBRACED IN PROJECT

ARTICLE II. This agreement covers the following highway as described in detail in said surveys, plans, and specifications:

Between survey station 340+50 in the S 1/2 of Sec. 28, T. 7 N., R. 5 W., W.M., and survey station 628+55 at a connection with the Nehalem Highway at Mist, in the NE 1/4 of the NE 1/4 of Sec. 33, T. 6 N., R. 5 W., W.M., length 5.455 miles, in Columbia County, being Section B(1) of Oregon Federal Aid Secondary project No. FAS 87, consisting of 5.455 miles of roadway and no bridges, ~~[illegible]~~ of more than 20 feet clear span.

~~[illegible]~~

CHARACTER AND METHOD OF CONSTRUCTION

ARTICLE III. The Highway Department will construct or cause to be constructed to final completion said project, in strict compliance with said plans and specifications, which are made a part hereof, under its direct supervision, which shall include adequate inspection throughout the course of construction, subject at all times to inspection and approval by the Administrator or his agents, and in accordance with the laws of said State, the rules and regulations of the Administrator, and the following conditions:

(*a*) It is agreed that the construction work on the project shall be performed by contract, unless the performance thereof by force account shall be approved by the Administrator or his authorized representatives. Such construction work as may be performed by force account shall be paid for on the basis of the units of work performed at the unit prices set forth in the estimate as approved by the Administrator, except that where the total actual cost is ascertained to be less than the estimate so approved the total Federal payments shall not exceed the Federal pro rata share of such total actual cost.

UNITED STATES PRO RATA SHARE OF THE COST OF SAID PROJECT

ARTICLE IV. The United States pro rata share of the value of the labor and materials which shall be actually put into the construction of Section B(1) of said project shall not in any event exceed the sum of Sixteen thousand, five hundred twenty and 00/100 dollars ($16,520.00), certified to the Secretary of the Treasury as above mentioned, which does not exceed the authorized Federal pro rata share of Twenty-seven thousand, five hundred twenty-eight and 00/100 dollars ($27,528.00), the approved total estimated cost of Section B(1) of said project.

PAYMENTS

ARTICLE V. As the construction of said project progresses, the Administrator shall from time to time draw warrants on the Secretary of the Treasury for the payment to the State Treasurer

(Official or depository)

hereby designated by the Highway Department for that purpose and authorized under the laws of said State to receive public funds of the State of Oregon
(Name)
of such sums as shall not, together with previous payments, exceed the United States pro rata share, as above specified, of the value, as determined by the Administrator after inspection and approval, of the labor and materials which have actually been put into said construction work in compliance with the requirements of Article III hereof.

The Administrator reserves the right to withhold such sum as he may deem necessary to insure completion of construction in compliance with said plans and specifications.

MAINTENANCE OF PROJECT

ARTICLE VI. The Highway Department will maintain said project in compliance with said acts of July 11, 1916, and November 9, 1921, out of funds which have been or will be made available therefor by said State in the manner herein set forth, to wit: Chap. 520, laws 1939.
(Include reference to statute authorizing funds and probable amount annually available)

The Highway Department will use every means within its power to insure proper and permanent maintenance of said project, and to that end will provide for the constant making of needed repairs to preserve a smooth-surfaced highway.

Showing of authority of the Highway Department to execute agreements will be found in the agreement for project No. 112

In witness whereof the parties have hereunto affixed their signatures, the Highway Department on the day and year first above written and the Administrator on the ______ day of MAY 24 1940, 19__

OREGON STATE HIGHWAY COMMISSION
(Official title of Highway Department)

By Henry F. Cabell
Chairman, State Highway Commission
(Title of officer)

By ______
Member, State Highway Commission
(Title of officer)

By ______
Member, State Highway Commission
(Title of officer)

By ______
______
(Title of officer)

By ______
______
(Title of officer)

FEDERAL WORKS ADMINISTRATOR,

By ______
Acting Commissioner of Public Roads.

U. S. GOVERNMENT PRINTING OFFICE 16—11379

Form PR. 3—Revised

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION

CERTIFICATE OF APPROVAL OF PLANS, SPECIFICATIONS, AND ESTIMATES

(Under "An Act to provide that the United States shall aid the States in the construction of rural roads, and for other purposes," approved July 11, 1916, and acts amendatory thereof and supplementary thereto.)

To

THE SECRETARY OF THE TREASURY, AND

THE STATE HIGHWAY DEPARTMENT OF THE STATE OF Oregon

Pursuant to the acts above cited, I hereby certify—

FIRST. That in accordance with the provisions of said acts, I have approved the plans, specifications, and estimates submitted by the State Highway Department of the State of Oregon for the construction of a highway designated in the records of this Agency as Federal Aid Secondary Project No. FAS 27-B(1) State of Oregon

SECOND. That in accordance with said provisions I have approved the sum of $ 27,528.00 as the total estimated cost of said project, and the sum of $ 16,520.00 as the share of the United States, payable under said acts on account of such project, which does not exceed the authorized Federal pro rata share of said total estimated cost.

Done at the city of Washington, this ______ day of MAY 24 1940 one thousand nine hundred and ______

FEDERAL WORKS ADMINISTRATOR,

By W. J. O'Leary
Acting Commissioner of Public Roads.

U. S. GOVERNMENT PRINTING OFFICE 10—10139

FAS 27-B-1

(Stencil #28)

RECEIVED
AUG 20 1940

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

POST OFFICE BUILDING
PORTLAND, OREGON

IN YOUR REPLY PLEASE REFER TO FILE No. Oregon FAS 27-B (1)
Summit-Mist Section
Mist-Clatskanie Highway

April 24, 1940

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

We are forwarding herewith two copies of proposed project agreement for signature and return to this office.

Enclosed is an approved copy of the detail estimate, upon which the agreement was based, together with approved copy of specifications.

Very truly yours,

W. H. LYNCH
District Engineer

By A. F. Morris
A. F. Morris
Sr. Highway Engineer

Iro

RECEIVED
JUL 1 [illegible]
FOR FILING

FAS 27-B-1

March 19, 1940

Mr. W. H. Lynch
District Engineer
Public Roads Administration
Post Office Box 3900
Portland, Oregon

Dear Sir:

Herewith are enclosed seven copies of estimate as basis for project agreement for the Summit-Mist Section, Project No. FAS 27-B (1).

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/GS

Encl.

Oregon State Highway Department Federal Aid Project No. FAS 27-B (1)

QUINCY-MIST SECTION OF THE
MIST-CLATSKANIE HIGHWAY IN COLUMBIA COUNTY

(Estimate as basis for project agreement. Based on low bid prices.)

Salem, Oregon, March 5, 1940

70	cu. yds.	Trench Excavation	$ 1.50	$ 105.00
200	lin. ft.	18" Concrete Pipe	2.50	500.00
100	lin. ft.	Salvaging Culvert Pipe	.50	50.00
8,500	cu. yds.	1½" - 0" Rock in Base	1.15	9,775.00
21,000	yd. mi.	Hauling Base Rock, Truck Measure	.08	1,680.00
200	cu. yds.	Filler	.45	90.00
1,000	yd. mi.	Hauling Filler	.15	150.00
300	M-gal.	Sprinkling	1.50	450.00
5.45	miles	Preparation of Base	100.00	545.00
2,300	cu. yds.	Mineral Aggregate in Place	2.60	5,980.00
66	tons	Emulsified or RC-3 Asphalt in Seal Coat	18.50	1,221.00
108	tons	Light Tar in Binder Course	17.50	1,890.00
148	tons	Heavy Tar in Place	17.50	2,590.00
			Subtotal	$ 25,026.00
			10% Engr. & Cont.	2,502.60
			Total	$ 27,528.60

Length of Roadway	5.449 miles
Length of Bridge	.006 mile
Total Length	5.455 miles
Cost per mile	$ 5,046.48

Note: Oiling is to be constructed across bridge.

FAS Funds Requested- -	$ 16,520.00
State Funds- -	11,008.60
	$ 27,528.60

State Funds for Construction: Chap. 175, laws 1917; Chap. 31, laws 1920; Chap. 529, laws 1939

State Funds for Maintenance: Chap. 529, laws 1939

January 29, 1940

C
O
P
Y

Tidepoint Company
Astoria, Oregon

Gentlemen:

As requested in your letter of January 27, 23 are forwarding to you, under separate cover, one set of plans and specifications for the Mist-Vernonia Section, Contract No. 2270, and the Summit-Mist Section, Contract No. 2264.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by M. C. Wood/GS

FOR [illegible]

January 26, 1940

TIDEPOINT COMPANY
Astoria, Oregon

Gentlemen:

We are sending you today by express a copy of each of the following contracts, which were awarded to you on January 11 and 12, respectively, by the State Highway Commission:

Contract No. 2264 - Surfacing and oiling the Summit-Mist Section of the Mist-Clatskanie Secondary Highway, in Columbia County

Contract No. 2270 - Furnishing crushed rock on the Mist-Vernonia Section of the Nehalem Secondary Highway, in Columbia County.

These are fully executed copies and are for your records and files.

Very truly yours,
STATE HIGHWAY COMMISSION
By

Secretary

[illegible]

FAS 27-B-1

January 19, 1940

Tidepoint Company, Inc.
222 Astor Building,
Astoria, Oregon.

Attention: Mr. E. W. McMindes, Pres.

Gentlemen:

We are returning to you by express the four copies of Contract No. 2264, Summit-Mist Section in Columbia County, which was awarded you on January 11th.

You are advised that before this contract will be acceptable it will be necessary to have each copy of the agreement and bond signed by the secretary of your corporation. In case this arrangement is not convenient, please return the contract with a certified copy of your bylaws showing that the president has authority to sign alone.

Very truly yours,

Secretary.

Dict. by J.McFarland.

January 15, 1940

TIDEPOINT COMPANY
222 Astor Building
Astoria, Oregon

Gentlemen:

We are sending you today by express four copies of Contract No. 2264 which was awarded to you by the State Highway Commission on January 11, 1940, covering the surfacing and oiling of the Summit-Mist Section of the Mist-Clatskanie Secondary Highway, in Columbia County.

Kindly execute all four copies of this contract as to agreement and bond and return them to this office for execution by the State Highway Commission. When this has been done a fully executed copy will be returned to you for your records and files. We will also send an executed copy to the surety on your bond.

Your special attention is called to the paragraph under Section 5 (page 14) of the printed General Provisions, relating to the Workmen's Compensation Act. You will be expected to accept the terms of this Act and to carry on your work under this contract in strict conformance thereto.

Your attention is also called to the mimeographed page immediately preceding the colored pages, relating to payment by the contractor of amounts due hospital associations, et cetera.

Very truly yours,

STATE HIGHWAY COMMISSION
By

Contractor

MBL

January 12, 1940

Tidepoint Company

Astoria, Oregon

Gentlemen:

The State Highway Commission on January 11, 1940, awarded you the contract for 4.89 miles surfacing and 5.45 miles oiling; also furnishing of 1,000 cu. yds. crushed rock in stock piles, on the Summit-Mist Section of the Mist-Clatskanie Secondary Highway, in Columbia County. This award was based on your low bid of $26,506.00, using tar, submitted on that date.

Contract forms will be sent to you for execution within the next few days.

Very truly yours,

Secretary

AM

cc - Mr. S. [illegible]. Probert
Mr. C. B. Paxson

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION
DISTRICT ONE

MONTANA
OREGON
WASHINGTON

POST OFFICE BUILDING
PORTLAND, OREGON

January 11, 1940

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

This is to confirm our verbal concurrence in award of contract, as of this date, for Oregon Federal Aid Secondary Project No. FAS 27-B (1), Summit-Mist Section of Mist-Clatskanie Secondary Highway, to Tidepoint Company, Astoria, Oregon, who submitted the low bid, using tar.

Very truly yours,

W H Lynch

W. H. LYNCH
District Engineer

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION
DISTRICT ONE

MONTANA
OREGON
WASHINGTON

POST OFFICE BUILDING
PORTLAND, OREGON

December 19, 1939

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

P.S.& E. documents for Oregon Federal Aid Secondary Project No. FAS 27-B (1), the Summit-Mist Section of the Mist-Clatskanie Highway, have today been recommended for approval, subject to final review and approval by the Commissioner of Public Roads. This is your authority to advertise for bids.

We have changed the width of the bridge shown on the plans at Station 615 to 23 ft. to agree with the width of the rebuilt structure.

Very truly yours,

W H Lynch

W. H. LYNCH
District Engineer

December 15, 1939

Mr. W. H. Lynch
District Engineer
Public Roads Administration
P. O. Box 3900
Portland, Oregon

Dear Sir:

Herewith are enclosed seven copies of estimate and three copies of right of way statement to accompany plans and specifications for the Summit-Mist Section, Project No. FAS 27-B (1).

Five bid proposals and one set of blueprint plans are being sent under separate cover. The four additional sets of blueprint plans and one signed title sheet will be sent to you tomorrow.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dist. by J. W. Nash/ER

Encl.

Oregon State Highway Department

Federal Aid Project
No. FAS 27-B (1)

SUMMIT-MIST SECTION OF THE

MIST-CLATSKANIE HIGHWAY IN COLUMBIA COUNTY

(Estimate to accompany plans and specifications. Not as basis for project agreement.)

Salem, Oregon, December 15, 1939

70	cu. yds.	Trench Excavation	$1.00	$ 70.00
200	lin. ft.	18" Concrete Pipe	2.00	400.00
100	lin. ft.	Salvaging Culvert Pipe	0.75	75.00
8,500	cu. yds.	1¼" - 0" Rock in Base	1.25	10,625.00
21,000	yd. mi.	Hauling Base Rock, Truck Measure	0.12	2,520.00
200	cu. yds.	Filler	0.40	80.00
1,000	yd. mi.	Hauling Filler	0.12	120.00
300	M-gals.	Sprinkling	1.25	375.00
5.45	miles	Preparation of Base	100.00	545.00
2,300	cu. yds.	Mineral Aggregate in Place	2.25	5,175.00
66	tons	Emulsified or RC-3 Asphalt in Seal Coat	18.00	1,188.00
92	tons	RC-2 Asphalt in Binder Course	18.00	1,656.00
126	tons	Asphalt in Place	22.00	2,376.00
108	tons	Light Tar in Binder Course	15.00	(Alternate)
148	tons	Heavy Tar in Place	18.00	(Alternate)
		Sub-total		$25,205.00
		10% Engr. & Cont.		2,520.50
		Total		$27,725.50

Length of Roadway	5.449 miles
Length of Bridge	0.006 "
Total Length	5.455 "
Cost per Mile	$5,082.58

Note: Oiling is to be constructed across bridge.

FAS funds requested- -	$16,640.00
State funds- -	11,085.50
	$27,725.50

SUMMIT-MIST SECTION

PROJECT NO. FAS 27-B (1)

All necessary right of way has been acquired for this project.

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

December 15, 1939

CONTRACT# [redacted] 2265

FA 136-B-2 Lapine-West Forest Bdry. 1940
Sec., Fremont Hwy., Grad.,
#2265 Surf. & Oiling

RECEIVED
OCT 18 1940
FOR FILING

136-F-2

October 17, 1940

AETNA CASUALTY & SURETY COMPANY
Bates, Lively & Pearson, Agents
Yeon Building
Portland, Oregon

Gentlemen:

You are hereby notified that State Highway Contract No. 2265, for grading, surfacing, and oiling the Lapine-West Forest Boundary Section of the Fremont Highway, in Deschutes and Klamath Counties, has been completed by the contractor, E. L. Rigdon, and that final settlement will be made by the state with said contractor, for work done under said contract, on or after October 28, 1940.

The state is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues, or demands incurred in the performance of such work and remaining undatisfied, and you are advised that the state assumes no responsibility for any such claims should there be any.

This notice is served upon you since you appear as surety on the bond furnished by the above contractor. Kindly acknowledge receipt of this letter.

For your information we wish to advise that the total amount paid the contractor in connection with this contract will be $56,072.43, of which amount $141.66 is for force account work.

Very truly yours,

STATE HIGHWAY COMMISSION
By

Secretary

DGD:MBL

NOTED
D. G. DeSart

CHBaldock

136-A-2

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OCT [illegible] 1940
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NOTED
State Highway Engineer

September 27th, 1940

COST ANALYSIS - FINAL REPORT
Lapine-West Forest Boundary Section
Fremont Highway in Deschutes & Klamath Counties
Contract 2265 Prefix 9-1012
E. L. Rigdon, Contractor E. E. Johnston, Resident Engineer

Item	Cost	Quantity	Unit Cost	Unit Bid	Gross Revenue
Clearing & Grubbing	$461.00	100%			$1,000.00
Trench Excavation	122.65	223 cu. yd.	$0.55	$0.75	167.25
Excavation, Single Class	5,598.11	37,320.7 " "	0.15	0.16	5,971.31
Truck Haul	1,123.45	9,362.1 yd. mi.	0.11	0.11	1,029.83
Special Borrow	2,628.44	26,748 cu. yd.	0.098	0.20	5,349.60
Hauling Special Borrow	4,415.07	62,359.75 yd. mi.	0.071	0.07	4,365.18
Finishing Roadbed & Slopes	1,069.30	5.78 Mile	185.00	200.00	1,156.00
24" Concrete Pipe	168.80	48 lin. ft.	3.52	3.50	168.00
Salvaging Culvert Pipe	276.75	615 lin. ft.	0.45	0.50	307.50
Class "A" Concrete	543.20	15.52 cu. yd.	35.00	35.00	543.20
Metal Reinforcement	123.68	2,015.2 lbs.	0.061	0.07	141.06
Removal of Overburden	1,665.68	23,795.4 cu. yd.	0.07	0.10	2,379.54
Pit Run Gravel Base	4,838.28	43,385 " "	0.11	0.20	8,677.00
Hauling Gravel Base	9,445.74	137,093.5 yd. mi.	0.069	0.07	9,596.55
Sprinkling	2,190.26	2,286 M-Gal.	0.96	1.25	2,857.50
Preparation of Base	1,001.68	12.19 Mile	82.17	100.00	1,219.00
SC-2 Road Oil in Place	9,930.19	544.33 Tons	18.24	18.00	9,797.94
Gravel Cover Material	1,653.42	2,794 cu. yd.	0.59	0.20	558.80
Hauling Cover Material	866.61	8,471.25 yd. mi.	0.102	0.07	592.99
E.W.O. #1 Move Waste Rock	163.83				141.66
P.A. #1 Cement Adjustment	________	0.2 Bbl.		2.79	- 0.56
	$48,286.14				$56,019.35

Gross Revenue	$56,019.35
Total Cost	48,286.14
Net Profit	$7,733.21

Net Profit Equals 13.80% of Gross Revenue

Contract 2265

Details of Cost

Labor:

Supervision	$639.38	
Contractor - 4½ mos. at $200.00	950.00	
Labor	10,242.94	
State Industrial Accident 5% of P/R	544.12	
Unemployment Compensation 3% of P/R	326.47	
Old Age Benefit 1% of P/R	108.82	
		$12,811.73

Materials:

24" Concrete Pipe	48 lin. ft. at $2.65	$127.20	
Metal Reinforcement	2,015.2 lbs. at 0.045	85.65	
			212.85

Miscellaneous:

Equipment Rental (Including Repairs)	$8,671.95	
Gas, Oil and Grease	5,527.93	
Hired Trucks (Indluding Gas, Oil & Grease)	4,281.18	
Move In and Freight	1,051.54	
Miscellaneous Expenses	2,152.81	
Overhead Expense	1,638.18	
Home Office Expense 2% of Rev.	1,036.64	
Bond 1% of Rev.	560.19	
		24,920.42

SC-2 Road Oil-Subbed to J. C. Compton:

544.33 Tons at $18.00	$9,797.94	9,797.94

Class "A" Concrete - Subbed to Berkemeier & Saremal:

15.52 Cu. Yd. at $35.00	$543.20	543.20
Total Cost		$48,286.14

Contract 2265

REMARKS:

This was a "Regular Federal Aid Project" and consisted of the construction of 4.45 miles of highway roadbed, construction of 12.19 miles of pit run gravel base, application of 12.19 miles of road oil prime coat, extension of a concrete cattle pass and other incidental work. The job was bid and awarded January 11th, 1940; work was started February 20th, and completed July 6th, 1940.

Clearing was light, consisting of cutting and burning small sized pine trees and brush.

Excavation material was light and contained very little rock or gravel. The entire yardage was moved with a D-8 cat and 13 cu. yd. carryall and a D-7 cat and 8 cu. yd. carryall. A little drifting and the finishing of the roadbed was done with a 35 h.p. cat and dozer and a #12 cat patrol blade. Excavation material was moved at an average of 25 cu. yd. per tractor hour.

Special borrow was dug with a 3/4 cu. yd. Speeder diesel shovel from a pit near the north end of the job. 26,750 cu. yd. were dug at an average rate of 125 cu. yd. per shovel hour. The material was hauled to the road in four hired 4 cu. yd. trucks and five owned 4 cu. yd. trucks. Spreading and compacting was done with a T 40 International tractor and dozer.

Pit run gravel was dug from a separate portion of the above pit and also from a pit near the middle of the job. The same equipment was used as for special borrow, the shovel averaging 106 cu. yd. per hour.

Overburden from these pits was removed with a cat and carryall and a cat and dozer. The overburden was light pumiceous material, and it had to be moved only a short distance.

Class "A" concrete was subbed to Birkemeier & Saremal and consisted of extending a cattle pass.

SC-2 road oil in place was subbed to J. C. Compton. The oil was delivered to Beal, 3 miles from the job, at a cost of $7.75 per ton f.o.b. Willbridge, plus $6.00 per ton freight. A boiler and retort heated the oil and two 1000-gal. transports hauled to the job, the haul averaging 6.75 miles. The oil was spread with a 1000-gal. distributor averaging 7½ tons per hour.

Gravel cover material was dug and hauled in the same manner as the special borrow but was put through spreader boxes mounted on the trucks. Due to lack of grading and dampness, the material was hard to spread, and the operation was much slower than dumping special borrow. The shovel averaged only 35 cu. yd. per hour. All the cover was dumped on one half of the road, and the power blade spread it across the width after oil had been shot on both sides. This manner of spreading also increased the cost of this item.

Contract 2265.

Favorable weather, good supervision and equipment and material pits that were very easy to excavate were factors in the profit made by the contractor.

E. H. Clymer
Cost Analyst

By . . M. G. Smith

RECEIVED
SEP 18 1940
FOR FILING

136-B-2

September 17, 1940.

Aetna Casualty & Surety Co.
Bates, Lively & Pearson
Yeon Building
Portland, Oregon

Gentlemen:

You are advised that it is the intention of the State Highway Commission to make semi-final payment to E. L. Rigdon, on contract No. 2265, for grading, surfacing and oiling on the Lapine-West Forest Boundary Section, of the Fremont Highway, in Deschutes and Klamath County. This payment will be made on or after September 27, 1940.

Kindly acknowledge receipt of this letter.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

By

RS

Secretary

NOTED
D. G. DeSart

RECEIVED
SEP 18 1940
FOR FILING

136-B-2

September 17, 1940.

Aetna Casualty & Surety Co.
Bates, Lively & Pearson
Yeon Building
Portland, Oregon

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Kindly acknowledge receipt of this letter.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

By

RS

Secretary

NOTED
D. G. DeSart

136-B-2

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AUG 14 1940

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION

STATE HIGHWAY [illegible]

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT NO. 1

Stencil No. 8.

IN YOUR REPLY PLEASE
REFER TO FILE No.__________

POST OFFICE BUILDING
PORTLAND, OREGON

August 7, 1940

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

Final inspection of Oregon FAP 136-B (2), Lapine-West Forest Boundary Section of the Fremont Highway ____________________, was made by a representative of this office on July 19, 1940. Prompt submission of the final voucher will be appreciated.

Very truly yours,

W. H. LYNCH
District Engineer

By T. M. Davis
T. M. Davis
Sr. Highway Engineer

Jon

RECEIVED
AUG 13 1940
FOR FILING

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION

136-B-2

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

POST OFFICE BUILDING
PORTLAND, OREGON

IN YOUR REPLY PLEASE
REFER TO FILE NO.

Stencil No. 124
Oregon FAP 136-B (2)
Lapine-West Forest Boundary Sec.
Fremont Highway

July 15, 1940

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

We are forwarding herewith, for your files, an executed copy of the ____________________ project agreement and certificate for the above numbered project.

Very truly yours,

W. H. LYNCH
District Engineer

By L Caufield
L. J. Caufield
Sr. Highway Engineer

Encls.

Tron

wa4pr-6210

Form P. R. 2

State Oregon

Federal Aid Project No. 136-B(2)

PROJECT AGREEMENT

MEMORANDUM OF AGREEMENT made this 7th day of June, 1940 by and between the Oregon State Highway Commission, constituting for the purpose hereof, the Highway Department of the State of Oregon hereinafter called the Highway Department, and the Federal Works Administrator, hereinafter called the Administrator, under and pursuant to the provisions of the act of Congress approved July 11, 1916 (39 Stat., 355), entitled "An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes," and of the act approved November 9, 1921 (42 Stat., 212), entitled "An Act to amend the Act entitled 'An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes,' approved July 11, 1916, as amended and supplemented, and for other purposes," and acts amendatory thereof or supplementary thereto:

Whereas the Highway Department of said State submitted on the 1st day of December, 1937, a project statement, which was approved on the 18th day of February, 1938, for the proposed construction of a project consisting of the road hereinafter described; and

Whereas the Highway Department, in accordance with the rules and regulations promulgated for the administration of the Federal Highway Act, has furnished surveys, plans, specifications, and estimates for Section B(2) of said project which were recommended for approval by the District Engineer of the Public Roads Administration on the 21st day of December 1939; and

Whereas the Administrator has certified to the Secretary of the Treasury his approval of said surveys, plans, specifications, and estimates, and the sum of Thirty-nine thousand, three hundred thirty and 00/100 dollars ($39,330.00) as the share of the United States payable under said act on account of Section B(2) of said project, which does not exceed the authorized Federal pro rata share of the approved total estimated cost thereof:

Now, therefore, in consideration of the premises and of the several promises to be faithfully performed by each, as hereinafter set forth, the Highway Department and the Administrator do hereby mutually agree as follows:

FUNDS AT THE DISPOSAL OF THE HIGHWAY DEPARTMENT

ARTICLE I. Funds for the use of the Highway Department in the construction of said project have been made available in the following manner, to wit:

(*a*) By the State Chap. 175, laws 1917; Chap. 31, laws 1920; Chap. [illegible], laws 1929.
(Include date and citation of act of legislature by which authorized)

(*b*) From other sources
(State how placed under direct control of Highway Department)

ROAD EMBRACED IN PROJECT

ARTICLE II. This agreement covers the following highway as described in detail in said surveys, plans, and specifications:

Between survey station 7659+53 at The Dalles-California Highway in the SW 1/4, Sec. 22, T. 22 S., R. 10 E., and survey station 7009+70 at the west forest boundary of the Deschutes National Forest near the southeast corner, Sec. 18, T. 24 S., R. 11 E., W.M. with a "Y" connection, station 7650+77 to station 7651+04, length 12.169 miles, in Deschutes & Klamath Counties ~~County~~, being Section B(2) of Oregon Federal Aid project No. 156, consisting of 12.169 miles of roadway and no bridges~~, each~~ of more than 20 feet clear span, ~~of a mile in length.~~

CHARACTER AND METHOD OF CONSTRUCTION

Article III. The Highway Department will construct or cause to be constructed to final completion said project, in strict compliance with said plans and specifications, which are made a part hereof, under its direct supervision, which shall include adequate inspection throughout the course of construction, subject at all times to inspection and approval by the Administrator or his agents, and in accordance with the laws of said State, the rules and regulations of the Administrator, and the following conditions:

(*a*) It is agreed that the construction work on the project shall be performed by contract, unless the performance thereof by force account shall be approved by the Administrator or his authorized representatives. Such construction work as may be performed by force account shall be paid for on the basis of the units of work performed at the unit prices set forth in the estimate as approved by the Administrator, except that where the total actual cost is ascertained to be less than the estimate so approved the total Federal payments shall not exceed the Federal pro rata share of such total actual cost.

UNITED STATES PRO RATA SHARE OF THE COST OF SAID PROJECT

ARTICLE IV. The United States pro rata share of the value of the labor and materials which shall be actually put into the construction of Section B(2) of said project shall not in any event exceed the sum of Thirty-nine thousand, three hundred thirty and 00/100 dollars ($39,330.00), certified to the Secretary of the Treasury as above mentioned, which does not exceed the authorized Federal pro rata share of Sixty-five thousand, five hundred thirty-six and 90/100 dollars ($65,536.90), the approved total estimated cost of Section B(2) of said project.

PAYMENTS

ARTICLE V. As the construction of said project progresses, the Administrator shall from time to time draw warrants on the Secretary of the Treasury for the payment to the State Treasurer
(Official or depository)
hereby designated by the Highway Department for that purpose and authorized under the laws of said State to receive public funds of the State of Oregon
(Name)
of such sums as shall not, together with previous payments, exceed the United States pro rata share, as above specified, of the value, as determined by the Administrator after inspection and approval, of the labor and materials which have actually been put into said construction work in compliance with the requirements of Article III hereof.

The Administrator reserves the right to withhold such sum as he may deem necessary to insure completion of construction in compliance with said plans and specifications.

MAINTENANCE OF PROJECT

ARTICLE VI. The Highway Department will maintain said project in compliance with said acts of July 11, 1916, and November 9, 1921, out of funds which have been or will be made available therefor by said State in the manner herein set forth, to wit: Chap. 520, laws 1939.
(Include reference to statute authorizing funds and probable amount annually available)

The Highway Department will use every means within its power to insure proper and permanent maintenance of said project, and to that end will provide for the constant making of needed repairs to preserve a smooth-surfaced highway.

Showing of authority of the Highway Department to execute agreements will be found in the agreement for project No. 113

In witness whereof the parties have hereunto affixed their signatures, the Highway Department on the day and year first above written and the Administrator on the ________ day of JUN 29 1940, 19____

OREGON STATE HIGHWAY COMMISSION
(Official title of Highway Department)

By Henry F. Cabell
Chairman, State Highway Commission
(Title of officer)

By ________
Member, State Highway Commission
(Title of officer)

By ________
Member, State Highway Commission
(Title of officer)

By ________
____
(Title of officer)

By ________
____
(Title of officer)

FEDERAL WORKS ADMINISTRATOR,

By ________
Acting Commissioner of Public Roads.

U. S. GOVERNMENT PRINTING OFFICE 16—11379

Form PR. 3—Revised

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION

CERTIFICATE OF APPROVAL OF PLANS, SPECIFICATIONS, AND ESTIMATES

*(Under "An Act to provide that the United States shall aid the States in the construction of rural roads, and for other purposes," approved **July 11, 1916**, and acts amendatory thereof and supplementary thereto.)*

To

THE SECRETARY OF THE TREASURY, AND

THE STATE HIGHWAY DEPARTMENT OF THE STATE OF Oregon

Pursuant to the acts above cited, I hereby certify—

FIRST. That in accordance with the provisions of said acts, I have approved the plans, specifications, and estimates submitted by the State Highway Department of the State of Oregon for the construction of a highway designated in the records of this Agency as Federal Aid Project No. 156-B(2) State of Oregon

SECOND. That in accordance with said provisions I have approved the sum of $ 65,556.90 as the total estimated cost of said project, and the sum of $ 39,330.00 as the share of the United States, payable under said acts on account of such project, which does not exceed the authorized Federal pro rata share of said total estimated cost.

Done at the city of Washington, this .... day of JUN 29 1940

one thousand nine hundred and ....

FEDERAL WORKS ADMINISTRATOR,

By ....
Acting Commissioner of Public Roads.

U. S. GOVERNMENT PRINTING OFFICE 10—10189

Form E-1—5M—3-30

136-B-2

OREGON STATE HIGHWAY COMMISSION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending July 6, 1940

Section Lapine – West Forest Boundary

Kind of work Grading, Surfacing and Oiling

Highway Fremont

Section prefix 9-1012

Contractor E. L. Rigdon

Contract number 2265

Date of contract Jan. 11, 1940

Date of completion July 31, 1940

Date work started Feb. 20, 1940

Estimated date of completion July 6, 1940

Amount of contract $ 59,579

Per cent of time elapsed $\frac{177}{202}$ 88 %

Estimated cost of completed project, exclusive of engineering $ 59,579

Per cent of contract completed, based on total contract price 100 %

Engineering cost to date, $ 2800, 4.7 %

Date project was completed July 6, 1940

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

This week the contractor maintained the surface with the broom only, keeping the surface in good condition. Other work on this job done this week consisted only of general cleaning up of brush left from the clearing, hauling salvaged pipe, and cleaning out cut ditches. All of the contractor's grading equipment was moved to the Horse Ranch section.

FINAL REPORT

NOTED
RAY WEB

Signed E E Johnston

Address Bend, Oregon.

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project	4.45	12.19 ~~4.45~~		12.19	
Miles partially completed					
Miles completed	4.45	12.19		12.19	
Total estimated quantities	63,300	43,350		530	
Estimated quantities moved or placed to date	63,300	43,350		530	
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day				1	
Hours per shift				8	
Average force on project for week				1	

Percentages of men employed on contract to be secured from:

.... County, ...%; .... County, ...%; .... County, ...%; .... County, ...%

	NUMBER USED AND SECURED FROM					CONTRACTOR'S KEY MEN, ETC.	TOTAL
	Deschutes COUNTY	COUNTY	COUNTY	COUNTY	OTHER SOURCES		
Men	3					1	4
Men and teams							
Men and trucks under 3 tons							
Men and trucks over 3 tons							
Men and tractors							

Equipment used during week: Shovels ...., Power graders 1, Rollers ...., Mixers ...., Crushing or screening plants ....,

Compressors ...., Bulldozers ...., Sheet-foot rollers ...., Trucks, 1 ...., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday	Clear		
Monday	"		
Tuesday	"		
Wednesday	"		
Thursday	"		
Friday	"		
Saturday	"		

STATE PRINTING DEPT.

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION
DISTRICT ONE

MONTANA
OREGON
WASHINGTON

POST OFFICE BUILDING
PORTLAND, OREGON

May 23, 1940

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

We are forwarding herewith two copies of proposed project agreement for signature and return to this office covering Oregon Federal Aid Project 136-B (2), the Lapine-West Forest Boundary Section of the Fremont Highway.

Enclosed is an approved copy of the detail estimate upon which the agreement was based, together with approved copy of specifications.

Approval has been made with the understanding that this improvement will be considered as stage construction and that additional surfacing of a dustless and durable type will be placed when required by traffic conditions.

Very truly yours,

W. H. LYNCH
District Engineer

By A. F. Morris
A. F. Morris
Sr. Highway Engineer

Encls.

B-2

May 2, 1940

Mr. E. Ericksen, Chief Auditor,
Public Utilities Commissioner of Oregon
460 North Commercial Street
Salem, Oregon

Dear Sir:

In accordance with your request, we are handing you herewith a copy of the E. L. Rigdon contract, No. 2265, for grading, surfacing and oiling the Lapine-West Forest Boundary Section of the Fremont Highway, in Deschutes and Klamath Counties.

In the event that you desire to have this copy certified please return it and we will attach the certificate.

Very truly yours,

JM:AM

Secretary

#2265
[illegible]

RECEIVED
MAY 2 - 1940
[illegible] COMMISSION

Ormond R. Bean
Commissioner
Franklin L. Davis
Assistant Commissioner
Ralph H. Mitchell
Secretary

PUBLIC UTILITIES COMMISSIONER OF OREGON
SALEM, OREGON

Address all communications to the Commissioner and in reply
Refer to File No.

May 1, 1940

State Highway Commission
Salem, Oregon

Gentlemen:

Re: E. L. Rigdon
Barlow, Oregon

Will you please furnish us a copy of the contract between your commission and E. L. Rigdon for ~~the~~ grading 4.45 miles and surfacing and oiling 12.19 miles of the Fremont Highway from Lapine to the West Forest Boundary.

Yours very truly,

ORMOND R. BEAN
Commissioner of Public Utilities
of Oregon

By B. Ericksen
B. Ericksen, Chief ~~Au~~ditor

KWK:ML

MAIN OFFICE
460 N. COMMERCIAL ST., SALEM, OREGON
BRANCH OFFICE
OREGON BUILDING, PORTLAND, OREGON

136-B-2

April 1, 1940

Mr. W. H. Lynch
District Engineer
Public Roads Administration
P. O. Box 3900
Portland, Oregon

Dear Sir:

This is to assure you that reflectorised cross-buck and advance warning signs will be installed at the grade crossing at Station 7500+30.5 of Federal Aid Project No. 136-B (2), Lapine-West Forest Boundary Section of Fremont Highway, before completion of the recently awarded contract covering that project.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

SHP:ER

cc W. E. Chandler
W. O. Widdows

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION
DISTRICT ONE

MONTANA
OREGON
WASHINGTON

POST OFFICE BUILDING
PORTLAND, OREGON

March 28, 1940

Mr. R. H. Baldock,
State Highway Engineer
Salem, Oregon

Dear Sir:

Reference is made to our letter of December 21, 1939, authorizing advertising of the contract on Oregon Federal Aid Project No. 136-B (2), Lapine-West Forest Boundary Section of the Fremont Highway, in which we made our approval subject to the installation of reflectorized cross buck and advance warning signs at the railroad grade crossing at station 7500+30.5, in accordance with General Administrative Memorandum No. 63.

It is necessary for us to have on file your commitment for protecting the crossing concurrently with the proposed construction before we may recommend the project agreement estimate you forwarded us March 19, 1940.

Very truly yours,

W H Lynch

W. H. LYNCH,
District Engineer

RECEIVED
JUL 22 1940
FOR FILING

136-B-2

March 19, 1940

Mr. W. H. Lynch
District Engineer
Public Roads Administration
Post Office Box 3900
Portland, Oregon

Dear Sir:

Herewith are enclosed seven copies of estimate as basis for project agreement for the Lapine-West Forest Boundary Section, Project No. FA 136-B (2).

Five blueprint copies of revised project statement map are being sent under separate cover.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/GS

Encl.

Oregon State Highway Department Federal Aid Project No. 136-B (2)

LAPINE-WEST FOREST BOUNDARY SECTION OF THE
FREMONT HIGHWAY IN DESCHUTES AND KLAMATH COUNTIES

(Estimate as basis for project agreement. Based on low bid prices.)

Salem, Oregon, March 5, 1940

All Required		Clearing and Grubbing	$ - -	$ 1,000.00
140	cu. yds.	Trench Excavation	.75	105.00
39,000	cu. yds.	Excavation, Single Classif.	.16	6,240.00
11,000	yd. mi.	Truck Haul	.11	1,210.00
31,000	cu. yds.	Special Borrow	.20	6,200.00
80,000	yd. mi.	Hauling Special Borrow	.07	5,600.00
4.45	miles	Finishing Roadbed and Slopes	200.00	890.00
50	lin. ft.	24" Concrete Pipe	3.50	175.00
350	lin. ft.	Salvaging Culvert Pipe	.50	175.00
16	cu. yds.	Class "A" Concrete	35.00	560.00
1,500	lbs.	Metal Reinforcement	.07	105.00
30	each	Wood Sight Posts	2.00	60.00
50,000	cu. yds.	Removal of Overburden	.10	5,000.00
40,000	cu. yds.	Pit-run Gravel Base	.20	8,000.00
160,000	yd. mi.	Hauling Gravel Base	.07	11,200.00
2,400	M-gals.	Sprinkling	1.25	3,000.00
12.19	miles	Preparation of Base	100.00	1,219.00
440	tons	MC-2 Road Oil in Place	18.00	7,920.00
1,800	cu. yds.	Gravel Cover Material	.20	360.00
8,000	yd. mi.	Hauling Cover Material	.07	560.00
			Subtotal	$ 59,579.00
			10% Engr. & Cont.	5,957.90
			Total	$ 65,536.90

Length 12.189 miles
Cost per mile $ 5,376.72

Federal Aid Funds- -	$ 39,330.00
State Funds- -	26,206.90
	$ 65,536.90

State Funds for Construction: Chap. 175, laws 1917; Chap. 31, laws 1920;
Chap. 529, laws 1939
State Funds for Maintenance: Chap. 529, laws 1939

JAN 2

756-13-2

January 26, 1940

Mr. E. L. Rigdon
Prairie City, Oregon

Dear Sir:

We are sending you today by insured parcel post a fully executed copy of Contract No. 2265 which was awarded to you by the State Highway Commission on January 11, 1940, covering the grading, surfacing and oiling of the Lapine-West Forest Boundary Section of the Fremont Highway, in Deschutes and Klamath Counties.

This copy is for your records and files.

Very truly yours,

STATE HIGHWAY COMMISSION
By

Secretary

MBL

RECEIVED
[illegible]

January 16, 1940

Mr. R. L. Rigdon
Prairie City, Oregon

Dear Sir:

We are sending you today by insured parcel post four copies of Contract No. 2265 which was awarded to you by the State Highway Commission on January 11, 1940, covering the construction of the Lapine-West Forest Boundary Section of the Fremont Highway, in Deschutes and Klamath Counties.

Kindly execute all four copies of this contract as to agreement and bond and return them to this office for approval by the State Highway Commission. When this has been done a fully executed copy will be returned to you for your records and files. We will also send an executed copy to the surety on your bond.

Your special attention is called to the paragraph under Section 5 (page 14) of the printed General Provisions, relating to the Workmen's Compensation Act. You are expected to accept the terms of this Act and to carry on your work under this contract in strict conformity thereto.

Your attention is also called to the mimeographed page immediately preceding the colored pages, relating to payment by the contractor of amounts due hospital associations, et cetera.

Very truly yours,

STATE HIGHWAY COMMISSION
By

Secretary

MBL

RECEIVED
JAN 15
FOR FILING

January 12, 1940

Mr. E. L. Rigdon
Prairie City, Oregon

Dear Sir:

The State Highway Commission on January 11, 1940, awarded you the contract for 4.45 miles grading and 12.19 miles surfacing and oiling on the Lapine-West Forest Boundary Section of the Fremont Highway, in Deschutes and Klamath Counties. This award was based on your low bid of $59,579 submitted on that date.

Contract forms will be sent to you for execution within the next few days.

Very truly yours,

Secretary

AM

cc - Mr. S. H. Probert
Mr. C. S. Paxson

RECEIVED
JUL 22 1946
FOR FILING

136-B-2

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION
DISTRICT ONE

MONTANA
OREGON
WASHINGTON

POST OFFICE BUILDING
PORTLAND, OREGON

January 11, 1940

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

This is to confirm our verbal concurrence in award of contract, as of this date, for Oregon Federal Aid Project No. 136-B (2), Lapine-West Forest Boundary Section of the Fremont Highway, to E. L. Rigdon, Prairie City, Oregon, who submitted the low bid.

Very truly yours,

W H Lynch

W. H. LYNCH
District Engineer

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FOR FILING

1 -B22

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION
DISTRICT ONE

MONTANA
OREGON
WASHINGTON

POST OFFICE BUILDING
PORTLAND, OREGON

January 10, 1940

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

Reference is made to P.S.& E. for Oregon Federal Aid Project No. 136-B (2), the LaPine-West Forest Boundary section.

The sketch map submitted with the project statement does not show the location of the north end of Section B as constructed. Will you please forward four prints of a revised map showing the location of the connection with The Dalles-California Highway, and also the location of the constructed sections.

Very truly yours,

W H Lynch
W. H. LYNCH
District Engineer

A 136-P-2

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION
DISTRICT ONE

MONTANA
OREGON
WASHINGTON

POST OFFICE BUILDING
PORTLAND, OREGON

RECEIVED
DEC 22 1939
STATE HIGHWAY COMMISSION

December 21, 1939

Mr. R. H. Baldock,
State Highway Engineer,
Salem, Oregon.

Dear Sir:

P. S. and E. documents for Oregon Federal Aid Project No. 136-B (2), Lapine-West Forest Boundary Section of the Fremont Highway, have today been recommended for approval. This is your authority to advertise for bids, subject to final review and approval of the plans and specifications by the Commissioner of Public Roads.

Our approval is subject to the installation of reflectorized cross buck and advance warning signs at the railroad grade crossing at Station 7500+30.5, in accordance with General Administrative Memorandum No. 63.

Very truly yours,

W H Lynch

W. H. LYNCH
District Engineer.

State force order for installation
of reflectorized signs issued
by field engineer Jan. 27, 1940

December 15, 1939

Mr. W. H. Lynch
District Engineer
Public Roads Administration
P. O. Box 3900
Portland, Oregon

Dear Sir:

Herewith are enclosed seven copies of estimate and three copies of right of way statement to accompany plans and specifications for the Lapine-West Forest Boundary Section, Project No. FA 136-B (2).

Five bid proposals and one set of blueprint plans are being sent under separate cover. The four additional sets of blueprint plans and one signed title sheet will be sent to you tomorrow.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/ER

Encl.

Oregon State Highway Department

Federal Aid Project
No. 136-B (2)

LAPINE-WEST FOREST BOUNDARY SECTION OF THE FREMONT HIGHWAY IN DESCHUTES AND KLAMATH COUNTIES

(Estimate to accompany plans and specifications. Not as basis for project agreement.)

Salem, Oregon, December 15, 1939

All Required		Clearing and Grubbing		$ 500.00
140	cu. yds.	Trench Excavation	$1.00	140.00
39,000	cu. yds.	Excavation, Single Classification	0.17	6,630.00
11,000	yd. mi.	Truck Haul	0.10	1,100.00
31,000	cu. yds.	Special Borrow	0.17	5,270.00
80,000	yd. mi.	Hauling Special Borrow	0.10	8,000.00
4.45	miles	Finishing Roadbed and Slopes	200.00	890.00
50	lin. ft.	24" Concrete Pipe	3.00	150.00
350	lin. ft.	Salvaging Culvert Pipe	0.75	262.50
16	cu. yds.	Class "A" Concrete	25.00	400.00
1,500	lbs.	Metal Reinforcement	0.06	90.00
30	only	Wood Sight Posts	2.00	60.00
50,000	cu. yds.	Removal of Overburden	0.12	6,000.00
40,000	cu. yds.	Pit-run Gravel Base	0.17	6,800.00
160,000	yd. mi.	Hauling Gravel Base	0.08	12,800.00
2,400	M-gals.	Sprinkling	1.25	3,000.00
12.19	miles	Preparation of Base	100.00	1,219.00
440	tons	SO-2 Road Oil in Place	18.00	7,920.00
1,800	cu. yds.	Gravel Cover Material	0.25	450.00
8,000	yd. mi.	Hauling Cover Material	0.12	960.00
		Sub-total		$62,641.50
		10% Engr. & Cont.		6,264.15
		Total		$68,905.65

Length	12.189 miles
Cost per mile	$5,653.10

Federal Aid Funds- -	$41,340.00
State Funds- -	27,565.65
	$68,905.65

LAPINE-WEST FOREST BOUNDARY SECTION

PROJECT NO. FA 136-B (2)

All necessary right of way has been acquired for this project.

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

December 15, 1939

CONTRACT# [redacted] 2266

18-1209 Chemult-Fort Klamath Section
The Dalles-California Hwy. 1940

2266

RECEIVED
MAR 26 1941
FOR FILING

12-13

March 25, 1941

Rogers Construction Co.

Dayton, Washington

Gentlemen:

At the meeting of the State Highway Commission held on December 3, 1940, the following action was taken on your requests for extensions of time:

Rogers Construction Company, Contract No. 2266, for furnishing crushed rock, in stock piles, for the Chemult-Fort Klamath Section of The Dalles-California Highway, and Sand Creek Secondary Highway, in Klamath County, requested an extension of time of 3 months, from June 30 to October 7, 1940, within which to complete this project. They alleged that their failure to complete the project within the specified time limit was due to bad weather conditions. The Engineer advised that the contractor did experience some bad weather but it was not unusual nor exceptional and this is not the reason for failing to complete the project within the specified time limit. He gave as his thought that the main reason for overrunning the time limit was because the contractor had additional highway work under way in other parts of the State which did not permit starting of this project as early as was expected. He recommended the granting of the extension of time requested subject to the condition that the contractor be charged with the extra engineering expense incurred by the State on this job subsequent to the specified completion date. The Commission approved the recommendation.

Rogers Construction Company, Contract No. 2273, for grading, surfacing, and oiling the Dairy Section of the Klamath Falls-Lakeview Highway, in Klamath County, requested an extension of time, from July 15 to October 21, 1940, within which to complete this job. They attributed their failure to complete the project within the specified time limit partly to bad weather conditions and partly to other state highway work which they had under way at Modoc Point, which work, they declared, was retarded because of a flood at Algoma. The Engineer advised that the contract for this work was awarded on January 12, 1940, and it was specified that the work should be completed by July 15, 1940, which allowed ample time. However, the work was not completed until October 21, 1940. He recommended that the extension of time be granted with the understanding that the contractor would reimburse the state for extra engineering expense incurred on the job subsequent to the specified date of completion. The Commission approved the recommendation.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

By

Secretary

PO

cc Mr. W. E. Chandler
Bend, Oregon

R.H. Baldock

18-1209

March 4th, 1941

FINAL COST ANALYSIS
Chemult-Fort Klamath Rock Production
The Dalles-California Highway and Sand Creek Secondary Highway in Klamath Co.
Contract No. 2266 Prefix 18-1209
Rogers Construction Co., Contractors J. B. Weaver, Resident Engineer

Item	Cost	Quantity	Unit Cost	Unit Bid	Gross Revenue
3/4"-½" Cr. Rock in S.P.	$15,762.72	6,778.9 cu. yd.	2.325	1.90	$12,879.91
½"-¼" " " " "	10,098.38	4,395.0 " "	2.300	1.90	8,350.50
¼"-#10 " " " "	3,408.86	1,460.1 " "	2.335	1.90	2,774.19
Clearing & Grubbing Stockpile Sites	175.00	100%			250.00
Leveling of S.P. Sites	437.44	100%			650.00
Screen Rejections	578.13	2,312.5 cu. yd.	0.25	0.25	578.13
Hauling Screen Rejections	204.03	2,040.32 yd. mi.	0.10	0.10	204.03
Haul Adjustment in Favor of State	________	601.76 yd. mi.		0.10	- 60.18
	$30,664.56				$25,626.58

Total Cost	$30,664.56
Gross Revenue	25,626.58
Net Loss	$5,037.98

Net Loss Equals 19.66% of Gross Revenue

NOTED
State Highway Engineer

Contract 2266

Details of Cost

Labor:

Supervision		$647.50	
Labor		9,844.95	
State Industrial Accident	3% of P/R	314.77	
Unemployment Compensation	3% of P/R	314.77	
Old Age Benefit	1% of P/R	104.93	
			$11,226.92

Miscellaneous:

Equipment Rental (Incl. Repairs)	$9,115.30	
Gas, Oil and Grease	4,789.95	
Explosives	2,518.85	
Move In and Set Up Expenses	707.00	
Miscellaneous Expenses	768.79	
Overhead Expenses	512.69	
Home Office Expenses	768.79	
Bond	256.27	
		19,437.64
Total Cost		$30,664.56

Contract 2266

Analysis of Crushing Costs

Chemult Site

	Cost	Quantity	Unit Cost
Move In and Set Up	$1,681.47	4,810 cu. yds.	$0.3496
Drill and Shoot	2,969.91	" " "	0.6175
Load Quarry Material	1,509.04	" " "	0.3137
Haul Quarry to Plant	1,065.28	" " "	0.2214
Operate Plant	3,275.92	" " "	0.6811
Cost in Bunker	$10,501.62	4,810 cu. yds.	$2.1833

Sand Creek Site

	Cost	Quantity	Unit Cost
Move In and Set Up	$1,103.10	7,824 cu. yds.	$0.1410
Drill and Shoot	2,365.61	" " "	0.3024
Load Quarry Material	2,064.42	" " "	0.2639
Haul Quarry to Plant	1,376.28	" " "	0.1759
Operate Plant	4,374.96	" " "	0.5592
Cost in Bunker	$11,284.37	7,824 cu. yds.	$1.4424

The same crushing plant was used on both set-ups and consisted of a 36" cone and a 10" gyratory crushers, a 4' x 10' Pioneer 4-deck screen, 200 feet of conveyor belt and was powered by an 80 h.p. and a 120 h.p. cat engines. A 210 cu. ft. compressor, a 3/4 cu. yd. gas shovel and two heavy trucks were used to drill, load and haul quarry material from the quarry site to the plant. The Chemult quarry had a high face which had been previously opened. The material broke very large and required a great deal of secondary shooting. The plant operated 332 hours to produce 4,810 cu. yds. of crushed rock at an average rate of 14½ cu. yds. per hour. At the same time 1,000 cu. yds. of screen rejections were produced.

The Sand Creek quarry also had a face which had been opened, but as the face gave indication that it would require considerable wasting and reshooting, the contractor shot the floor of the quarry. This rock broke quite well, and cost of secondary shooting was much lower than on the Chemult set. The plant operated 428½ hours to produce 7,824 cu. yds. at an average rate of 18¼ cu. yds. per hour. At the same time 1,312 cu. yds. of screen rejections were produced.

Contract 2266

REMARKS:

This was a "State Project" and consisted of furnishing 12,600 cu. yd. of crushed rock in stockpiles. The contract was bid and awarded January 11th, 1940. Work was started March 20th, and completed October 7th, 1940.

Work was started on the Chemult site by drilling a coyote hole in the quarry and starting plant erection. This work was completed in $3\frac{1}{2}$ weeks, and rock production started on April 16th, the plant operating three 6-2/3-hour shifts a day. Crushing on this set was completed May 8th, when the plant was dismantled and sent to another job at Butte Falls. While the plant was on this job, drilling and shooting was done at the Sand Creek quarry.

The plant was moved into the Sand Creek site on August 21st, and erection was completed in 16 days on September 6th. The plant, working three 6-2/3-hour shifts, produced the crushed rock on October 4th.

Most of the equipment on this job was old and the quarries were very difficult to reduce to crusher size material. Under these conditions the bid prices were too low, and the job showed a considerable loss, most of it resulting from operations at the Chemult site.

E. H. Clymer
Cost Analyst

By . . M. G. Smith

a

RECEIVED
DEC 27 1940
FOR FILING

13-1209

December 26, 1940

United Pacific Insurance Company
Jo Streyum, Agent
Board of Trade Building
Portland, Oregon

Gentlemen:

You are advised that state highway contract No. 2266 for furnishing crushed rock in stock piles on the Chemult-Fort Klamath Section of The Dalles-California Highway and the Sand Creek Secondary Highway, in Klamath County, has been completed and that final payment to the contractor, Rogers Construction Company, will be made on or after January 6, 1941.

The state is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the state assumes no responsibility for any such claims should there be any.

This notice is served upon you since you appear as surety on the bond furnished by the contractor. Kindly acknowledge receipt of this letter.

For your information we wish to advise that the total amount paid the contractor in connection with this contract will be $25,345.19 and that no force account work was performed therein.

Very truly yours,

STATE HIGHWAY COMMISSION

By

Secretary

DD:AM

NOTED
D. G. DeSart

RECEIVED
OCT 29 1940
~~FOR FILING~~

18-1209

October 29, 1940

UNITED PACIFIC INSURANCE COMPANY
Jo Stroyan, Resident Agent
Board of Trade Building
Portland, Oregon

Gentlemen:

You are advised that it is the intention of the State Highway Commission to make semi-final payment to Rogers Construction Company on Contract No. 2266, furnishing crushed rock in stock piles on the Chemult-Fort Klamath Section of The Dalles-California Highway and Sand Creek Secondary Highway, in Klamath County. This payment, in the amount of $14,070.01, will be made on or after November 9, 1940. The retained percentage, which will be the approximate amount of the final estimate, is $770.60.

The state is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues, or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the state assumes no responsibility for any such claims should there be any.

Kindly acknowledge receipt of this letter.

Very truly yours,

STATE HIGHWAY COMMISSION

By
Secretary

DOD:MBL

RECEIVED
OCT 29 1940
~~FOR FILING~~

1-1209

October 29, 1940

UNITED PACIFIC INSURANCE COMPANY
Jo Stroyan, Resident Agent
Board of Trade Building
Portland, Oregon

Gentlemen:

You are advised that it is the intention of the State Highway Commission to make semi-final payment to Rogers Construction Company on Contract No. 2266, furnishing crushed rock in stock piles on the Chemult-Fort Klamath Section of The Dalles-California Highway and Sand Creek Secondary Highway, in Klamath County. This payment, in the amount of $14,070.01, will be made on or after November 9, 1940. The retained percentage, which will be the approximate amount of the final estimate, is $770.60.

The state is not advised of any unpaid claim, for labor or materials, or of the existence of any claims, debts, dues, or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the state assumes no responsibility for any such claims should there be any.

Kindly acknowledge receipt of this letter.

Very truly yours,

STATE HIGHWAY COMMISSION

By
Secretary

DGD:MBL

Form E-1-5M-8-40

OREGON STATE HIGHWAY COMMISSION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending October 5 1940, 19

Section Chemult - Fort Klamath

Kind of work Maintenance Rock Production

Highway The Dalles - California

Section prefix [illegible]-1209

Contractor Rogers Const Co

Contract number 2266

Date of contract January 11 1940, 19

Date of completion June 30 1940, 19

Date work started March 23 1940, 19

Estimated date of completion October 7 1940, 19

Amount of contract $ 23700.00

Per cent of time elapsed 157 %

Estimated cost of completed project, exclusive of engineering $ 25300.00

Per cent of contract completed, based on total contract price 100 %

Engineering cost to date, $ 1050.00, %

Date project was completed , 19

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

Crushing operations progressed very well this week - same being completed on Friday. There is a couple of days on stockpiles - trimming them up - before the contractor will be released.

Semi-final estimate should be ready to leave this office about Wednesday or Thursday of next week.

Due to fact that State Oiling Crew used up all the $\frac{1}{4}$ - $\frac{1}{4}$ material that we had stockpiled at Sand Creek Station - MP 233 - it was decided to buy the excess amount of those materials being made and rebuild the stockpile at that site.

Robert C Chase, materials inspector , was moved to Klamath Falls on Friday and is now working in the same capacity on the Dairy project.

NOTED
RAY WEBBER

NOTED
H. N. HACKETT

[illegible] U. SMITH

Signed

Address Klamath Falls

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project					
Miles partially completed					
Miles completed					
Total estimated quantities					
Estimated quantities moved or placed to date					
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day					
Hours per shift					
Average force on project for week					

Percentages of men employed on contract to be secured from:

.... County, ...%; .... County, ...%; .... County, ...%; .... County, ...%

	NUMBER USED AND SECURED FROM					CONTRACTOR'S KEY MEN, ETC.	TOTAL
	COUNTY	COUNTY	COUNTY	COUNTY	OTHER SOURCES		
Men							
Men and teams							
Men and trucks under 3 tons							
Men and trucks over 3 tons							
Men and tractors							

Equipment used during week: Shovels ...., Power graders ...., Rollers ...., Mixers ...., Crushing or screening plants ....,

Compressors ...., Bulldozers ...., Sheet-foot rollers ...., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday			
Monday			
Tuesday			
Wednesday			
Thursday			
Friday			
Saturday			

STATE PRINTING DEPT.

18-1369

January 26, 1940

ROGERS CONSTRUCTION COMPANY
Box C-4
Dayton, Washington

Gentlemen:

We are sending you today by express a fully executed copy of each of the following contracts which were awarded to you on January 11 and 12, respectively, by the State Highway Commission:

Contract No. 2266 - Furnishing crushed rock in stock piles on the Chemult-Fort Klamath Section of The Dalles-California and Sand Creek Secondary Highways, in Klamath County

Contract No. 2273 - Grading, surfacing, and oiling the Dairy Section of the Klamath Falls-Lakeview Highway, in Klamath County

These copies are for your records and files.

Very truly yours,

STATE HIGHWAY COMMISSION
By

Secretary

MBL

RECEIVED
JAN 1 [illegible]
FOR FILING

11-1791

January 15, 1940

ROGERS CONSTRUCTION COMPANY
Box C-4
Dayton, Washington

Gentlemen:

We are sending you today by express four copies of Contract No. 2266 whichhwas awarded to you by the State Highway Commission on January 11, 1940, covering the Chemult-Fort Klamath Rock Production Project on The Dalles-California and Sand Creek Secondary Highways, in Klamath County.

Kindly execute all four copies of this contract as to agreement and bond and return them to this office for approval by the State Highway Commission. When this has been done, a fully executed copy will be returned to you for your records and files. We will also send an executed copy to the surety on your bond.

Your special attention is called to the paragraph under Section 5 (page 14) of the printed General Provisions, relating to the Workmen's Compensation Act. You are expected to accept the terms of this Act and to carry on your work under this contract in strict conformance thereto.

Your attention is also called to the mimeographed page immediately following page No. 17 of the mimeographed Special Provisions, relating to payment by the contractor of amounts due hospital associations, et cetera.

Very truly yours,

STATE HIGHWAY COMMISSION
By

Secretary

MBL

RECEIVED
JAN 13

January 12, 1940

Rogers Construction Co.

Dayton, Washington

Gentlemen:

The State Highway Commission on January 11, 1940, awarded you the contract for furnishing 12,000 cu. yds. crushed rock in stock piles for the Chemult-Fort Klamath Section of The Dalles-California Highway, in Klamath County. This award was based on your low bid of $23,700 submitted on that date.

Contract forms will be sent to you for execution within the next few days.

Very truly yours,

AM Secretary

cc - Mr. S. H. Probert
Mr. G. S. Paxson

CONTRACT [redacted] 226j

FA 56-D-2 Albany Sec., Pacific Hwy. 1940
East, Grading & Paving
#2267

R.H.Baldock

11-1-2

COST ANALYSIS - FINAL REPORT

Albany Section
Grading and Paving

NOTED
State Highway Engineer

RECEIVED
APR 10 1941
FOR FILING

Contract No. 2267
Roy L. Houck, Contractor

Prefix 22-1030
R. A. Furrow, Resident Engineer

Description	Cost	Quantity	Unit Cost	Unit Bid	Gross Revenue
Clearing & Grubbing	$345.16	100%			$500.00
Trench Excavation	534.12	861.48 cu. yd.	$0.62	$1.00	861.48
Single Class Excavation	6,557.41	31,149.5 " "	0.21	0.18	5,606.91
Truck Haul	1,143.18	7,625.2 yd. mi.	0.14	0.10	726.52
Fine Grading on Previously Graded Section	200.00	All			200.00
Finishing Work on Sections Not Previously Graded	300.00	All			300.00
Removal of Old Pavement	613.06	3,405.9 sq. yd.	0.18	0.20	681.18
" " Curbs	110.85	1,583.6 lin. ft.	0.06	0.05	79.18
" " Conc. Box Culvert	20.00	All			20.00
8" Sewer Pipe	228.60	635 lin. ft.	0.36	0.40	254.00
12" " "	529.44	1,080.5 " "	0.49	0.80	864.40
12" Concrete Pipe	135.42	222 " "	0.61	0.90	199.80
18" " "	186.69	147 " "	1.27	1.80	264.60
24" " "	563.58	303 " "	1.86	2.80	848.40
Salvage Culverts	30.00	60 " "	0.50	0.50	30.00
Concrete Catch Basins	623.56	28 each	22.27	20.00	560.00
" " Inlets	99.60	6 "	16.60	20.00	120.00
Standard Manholes	258.00	4 "	64.50	75.00	300.00
Special "	107.59	1 "	107.59	100.00	100.00
Concrete Curb	12,207.03	904.55 cu. yd.	13.49	16.50	14,925.08
" Sidewalk	6,205.15	4,529.31 sq. yd.	1.37	1.50	6,793.97
" Driveway Aprons	1,349.46	729.44 sq. yd.	1.84	1.70	1,240.05
Construct Recesses	100.00	All			100.00

bany Section Cost An sis.

Description	Cost	Quantity	Unit Cost	Unit Bid	Gross Revenue
Concrete Traffic Light Bases	$20.00	4 each	$5.00	$5.00	$20.00
" Bdry. " "	10.00	2 "	5.00	5.00	10.00
Cedar Service Pole	20.00	1 "	20.00	20.00	20.00
Concrete & Metal Signal Posts	142.50	2 "	71.25	75.00	150.00
3/4" Electrical Conduit	17.10	120 lin. ft.	0.14	0.15	18.00
1" " "	258.02	1,358 " "	0.19	0.20	271.60
1¼" " "	35.62	150 " "	0.24	0.25	37.50
1½" " "	78.73	296 " "	0.26	0.28	82.88
3"-0" Mat'l in Subbase	10,998.49	21,448 cu. yd.	0.51	0.55	11,796.40
3/4"-0" Mat'l in Shldrs. and Base	1,785.60	1,440 " "	1.24	1.05	1,512.00
3/4"-0" Mat'l in Cushion Course	5,212.96	4,204 " "	1.24	1.00	4,204.00
1/2"-0" Crushed Gravel in Footpath	349.44	168 " "	2.08	2.00	336.00
Portland Cement Concrete Pavement	112,763.66	80,371.84 sq. yd.	1.403	1.50	120,557.76
3/4" Expansion Joints	925.48	6,174 l.f.	0.15	0.12	740.88
Contraction Joints	830.12	41,506 "	0.02	0.02	830.12
Dowels	1,191.39	6,173 each	0.19	0.16	987.68
Tie Bars & Reinf. Steel	2,966.20	54,727 lb.	0.054	0.05	2,736.35
*Asphaltic Concrete	28,930.85	6,155.5 ton	4.70	4.70	28,930.85
*Cutback Asphaltic Concrete	9,690.23	2,061.75 "	4.70	4.70	9,690.23
PA #1:					
2½" Type "K" Copper Water Pipe	307.64	344.5 l.f.	0.89	0.94	323.83
2" Type "K" Copper Water Pipe	158.27	245 "	0.64	0.68	166.60
1½" Type "K" Copper Water Pipe	17.48	40 "	0.44	0.46	18.40
1" Type "K" Copper Water Pipe	38.19	134 "	0.285	0.30	40.20

Albany Section Cost Analysis.

Description	Cost	Quantity	Unit Cost	Unit Bid	Gross Revenue
1½" Sherordized Rigid Conduit	$24.80	90 lin. ft.	$0.275	$0.29	$26.10
1¼" " " "	8.79	37 " "	0.24	0.25	9.25
1" " " "	17.10	90 " "	0.19	0.20	18.00
3/4" " " "	20.97	138 " "	0.152	0.16	22.08
1/2" " " "	14.73	100 " "	0.147	0.155	15.50
Cement Adjustment		- 1,816.29 bbl.		2.20	- 3,995.84
Force Account	1,443.00				1,557.92
	$210,725.26				$216,709.86

Gross Revenue	$216,709.86
Total Cost	210,725.26
Net Profit	$5,984.60

Net Profit Equals 2.7% of Gross Revenue

* Sub-contracted to Warren Northwest Inc.

Albany Paving

Detail of Cost

Labor:

Supervision	$2,436.82	
Labor	50,579.18	
State Industrial Accident Insurance	3,411.49	
Unemployment Insurance	1,588.35	
Social Security	529.76	$58,545.60

Materials:

Concrete Aggregate	21,927	cu. yd.	at	$0.60	$13,156.20	
Cement	26,131.11	bbl.	"	1.90	49,649.10	
	f.o.b.	Trk. at Portland				
Royalty on Pit Run Base	20,000	cu. yd.	at	0.05	1,000.00	
8" Sewer Pipe	635	lin. ft.	"	0.20	127.00	
12" " "	1,080.5	" "	"	0.28	302.54	
12" Concrete Pipe	222	" "	"	0.38	84.36	
18" " "	147	" "	"	0.82	120.54	
24" " "	303	" "	"	1.30	393.90	
3/4"-0" Crushed Rock	5,644	cu. yd.	"	0.70	3,950.80	
1/2"-0" " "	168	" "	"	0.70	117.60	
3/4" Expansion Joints	6,174	lin. ft.	"	0.1114	688.01	
Dowels	6,173	each	"	0.1175	725.33	
" Sleeves	6,173	"	"	0.035	216.05	
Tie Bars & Reinforcement	54,727	lbs.	"	0.0342	1,871.66	
Latex	50	gal.	"	1.54	77.00	
Redi-Mix Cement	203.11	cu. yd.	"	6.65	1,350.71	
Catch Inlet Frames & Grates	34		"	10.00	340.00	
3/4" Electrical Conduit	120		"	0.145	174.00	
1" " "	1,358		"	0.18	244.44	
1¼" " "	150		"	0.225	337.50	
1½" " "	296		"	0.265	784.40	
1/2" " "	100		"	0.14	14.00	
2½" Type "K" Water Pipe	344.5		"	0.752	259.06	
2" " " " "	245		"	0.544	133.28	
1½" " " " "	40		"	0.368	14.72	
1" " " " "	134		"	0.24	32.16	
Manhole Ring & Cover	5		"	13.00	65.00	76,229.36

Sub-Contract - Warren Northwest Inc.:

Asphaltic Concrete	6,155.5	Tons	at	$4.70	$28,930.85	
Cutback Asphalt Conc.	2,061.75	"	"	4.70	9,690.22	38,621.07

Balance Carried Forward		$173,396.03
Equipment Rental, Small Tools & Misc. Supplies:		
Equipment Rental	$17,681.00	
Gas, Oil and Grease	6,964.04	
Small Tools & Misc. Supplies	2,443.65	
Lumber	3,600.00	
Main Office Expense	2,508.09	
Bond	1,781.25	
Freight & Cartage	1,594.70	
Hired Equipment	581.98	
Public Utility Commission	174.52	
		37,329.23
Total Cost		$210,725.26

Albany Section

Grading and Paving

REMARKS:

This contract was bid and awarded January 11th, 1939; work was started April 25th, and on October 26th, 1940 all work was completed.

The majority of the trench excavation was done with a 3/8 cu. yd. shovel, hence the low cost. The single class escavation was all common and tractors and 12 cu. yd. scrapers were used. This work was not prosecuted, however, and a small loss is shown due to holding the equipment on the job.

A good profit was made on the pipe items due mainly to the very low purchase cost of the pipe.

Due to an improved method of batching, mixing and placing of concrete a fair profit is shown on the miscellaneous concrete items although the bid was low. Materials were weighed in a central batching plant, hauled to the mixer in 1½-ton trucks that carried three 1½-sack batches, dumped directly into a skip that was attached to the 10 cu. ft. mixer, and after the material was mixed it was carried directly to the point of deposit in a small conveyor belt that was attached to the mixer. A 500-gal. water truck pulled the rubber-tired mixer along in addition to supplying the water.

3,100 Cu. yd. of the 3"-0" pit run base was taken from the Cox Creek gravel pit, and the remainder from a pit on the M & M Wood Working plant site. 96 H.P. tractors, tandem scrapers and a 3/8 cu. yd. shovel and 1½-ton trucks were used for excavating and hauling, and a power blade and roller were used to handle the material on the road.

Crushed rock was purchased in stockpile near the center of the project for $0.70 per cu. yd. This material was then loaded with a 3/8 cu. yd. shovel and hauled in 1½-ton trucks.

Although the concrete paving was bid very low, a profit is shown on this item due to a low cost of the aggregate, hauling the bulk cement from Portland in specially built containers mounted in the bed of 1½-ton dump trucks, use of a 34 cu. ft. dual mixer and a very good organization. A saving of about $0.37 per barrel of cement was made due to this method of handling cement as the cost of hauling was only $0.30 per barrel; whereas, the railroad freight is $0.57 plus the added cost of about $0.10 per barrel for unloading from cars. The batching plant which contained 5 separate scales was also very efficient, and only 70 seconds were required to load a 1½-ton truck that carried two 34 cu. ft. batches. The material was mixed in a 34 cu. ft. dual mixer, spread with a Blaw Knox finishing machine with vibrator attached and finished with a Johnson mechanical bullfloat. The average hourly production of paving for the entire job was 340.62 sq. yds.

The asphaltic paving was sub-contracted to Warren Northwest Inc. at the prices bid.

The profit shown on this contract is low due mainly to low bid prices. Some trouble was had with cement that required an excessive mixing time, but a liberal rebate was made by the cement company to offset the added cost due to this delay.

E. H. Clymer
Cost Analyst

By . . J. D. Nelson

RECEIVED
FEB 27 1941
FO[illegible]

56-D-2

a

February 26, 1941

Mr. E. L. McDougal
1431-1437 American Bank Building
Portland, Oregon

Dear Sir:

Re your inquiry of February 20:

You are advised that Contract No. 2267 between the State Highway Commission and Roy L. Houck for grading and paving on the Albany Section of the Pacific Highway East, in Linn County, was completed by the contractor on October 26, 1940, and accepted by the Commission on November 13, 1940. Final payment was made February 7, 1941.

The surety company which carried the bond for the performance of this contract is the Great American Indemnity Company, for which the Harvey Wells-Reed Insurance Agency is local representative, with offices in the Failing Building, Portland.

Very truly yours,

STATE HIGHWAY COMMISSION

By
Secretary

DGD:mbl

NOTED
D. G. DeSart

LAW OFFICES OF
E. L. McDOUGAL
1401-1437 AMERICAN BANK BUILDING
PORTLAND, OREGON

E. L. McDOUGAL
RANDALL S. JONES
H. LAWRENCE LISTER
W. A. PALMER
F. C. McDOUGAL

RECEIVED
FEB 21 1941

February 20, 1941

Oregon State Highway Commission
State of Oregon
Salem, Oregon

Gentlemen:

Re: Roy L. Houck, Salem, Oregon
Butteville, Albany and
Pringle Creek Paving
Our No. 33970

2239
2267
2227

We understand that one Roy L. Houck was the contractor on the paving at Butteville, Albany and Pringle Creek, Oregon, covering the period from April 15th to September 17th, 1940. The Butteville paving covering the period from April 15 to May 15th, the Albany paving the period from June 6th to July 8th, and the Pringle Creek Paving the period from August 17th to September 17th, 1940.

Our clients, Poole & McGonigle, Inc., have a claim against Roy L. Houck for materials furnished him, and we would like to know whether this work has been completed and the date of completion, together with the name of the bonding company carrying this contractor's bond.

Yours very truly,

E. L. MC DOUGAL

5:K

RECEIVED
JAN 20 1941
FOR FILING

57-3-2

January 18, 1941

Great American Indemnity Co.
Harvey Wells-Reed Insurance Agency
Failing Building
Portland, Oregon

Gentlemen:

You are hereby notified that State Highway Contract No. 2287, for grading and paving on the Albany Section of the Pacific Highway East in Linn County, has been completed by the contractor, Roy L. Houck, and that final settlement will be made by the state with said contractor, on on after January 28, 1941.

The state is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the state assumes no responsibility for any such claims should there be any.

This notice is served upon you since you appear as surety on the bond furnished by the above contractor. Kindly acknowledge receipt of this letter.

For your information we wish to advise that the total amount paid the contractor in connection with the contract will be $216,745.86, including final payment, of which $1,557.92 is for force account work. This contract was completed on October 26, 1940 and accepted by the Commission on November 13, 1940.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

By

Secretary

RS

NOTED
D. G. DeSart

RECEIVED
JAN 1 6 1941

36-1-2

January 15, 1941

Great American Indemnity Company
Harvey Wells-Reed Insurance Agency
Failing Building
Portland, Oregon

Gentlemen:

On December 27 we notified you that semi-final payment would be made on Roy L. Houck's contract No. 2267 on or after January 27. It was our intention to give you the usual ten days notice and this should have read on or after January 6, 1941.

This warrant is now ready to release, and we would appreciate your acknowledging this letter at your earliest convenience, that we may release it.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

By

Secretary

DGD:RS

NOTED
D. G. DeSart

RECEIVED
JAN 15 1941
FOR FILING

56-B-2

January 13, 1941

General Petroleum Corporation
of California
813 S. W. Alder Street
Portland, Oregon

Gentlemen:

This will acknowledge receipt of your letter of December 10 and advise that Roy L. Houck's contract No. 2267 was completed October 26, 1940, and accepted by the Highway Commission on November 13, 1940.

There has been paid to date on this contract a total of $210,238.79. The retained percentage is $6,502.23. If the final estimate is accepted and signed without any delay on the part of the contractor, he will probably receive the final payment on this project in about four to six weeks.

The Surety has been notified that the contractor will receive a semi-final payment on this project on or after January 27, 1941.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

By

Secretary

DGD:RS

SOCONY-VACUUM

GENERAL PETROLEUM CORPORATION
OF CALIFORNIA
A SOCONY - VACUUM COMPANY
813 S. W. ALDER STREET
PORTLAND, OREGON

GARGOYLE
LUBRICANTS

December 10, 1940

Oregon State Highway Commission
Salem,
Oregon

Attention: Mr. H. B. Glaisyer, Secretary

Gentlemen:

We would appreciate your advising us the status of State Highway Contract #2267, covering the Roy L. Houck bid, Warren Northwest, Inc. subcontractor. We would appreciate knowing the date of acceptance of the project and when final estimates will be paid to the contractor.

Very truly yours,

DISTRICT CREDIT MANAGER

LS:CAKilgas

FORM 3051

RECEIVED
JAN 3 1941
FOR FILING

56-6-2

January 2, 1941

Great American Indemnity Company
Harvey Wells-Reed Insurance Agency
412 Failing Building
Portland, Oregon

Attention: Fred C. Reed

Gentlemen:

This acknowledges receipt of your letter of December 31 and advise that we have record of the claim of the M & M Woodworking Company against Roy L. Houck on his Albany Section Project, Contract No. 2267, having been paid. This notice of satisfaction of claim was overlooked in my letter to you of December 27, 1940.

Very truly yours,

STATE HIGHWAY COMMISSION

By

Secretary

DD:AM

JESSE S. PHILLIPS
CHAIRMAN OF THE BOARD

WILLIAM H. KOOP
PRESIDENT

Great American
Indemnity Company
New York

DANIEL McPEAK
ALFRED W. HILLBACK
MANAGERS

GEORGE E. KELLY
ASSISTANT MANAGER

PACIFIC DEPARTMENT
233 SANSOME STREET
SAN FRANCISCO, CAL.

HARVEY WELLS - FRED C. REED
GENERAL AGENTS
412 FAILING BUILDING
ATWATER 7305

PORTLAND, OREGON

RECEIVED

December 31,1940

Oregon State Highway Commission
Salem, Oregon

Gentlemen:

This is to acknowledge receipt of your letter of the 27th advising it is your intention to make semi-final payment to Roy L. Houck, on contract No. 2267 for grading and paving on the Albany Section of the Pacific Highway East in Linn County on or after January 27,1941.

You also state you have a claim of the M & M Woodworking Co. for 20,000 cu. yds. of gravel at 5¢ a cu. yd. in connection with this project. We enclose copy of your letter to us of July 19th stating you received notice from the M & M Woodworking Co. that this had been paid in full.

Very truly yours,

GREAT AMERICAN INDEMNITY COMPANY
HARVEY WELLS-REED INSURANCE AGENCY

By Fred C. Reed.

FCR
bs:
Enc.

OREGON STATE HIGHWAY COMMISSION

SALEM

July 19, 1940

Great American Indemnity Company
Harvey Wells-Reed Insurance Agency
Failing Building
Portland, Oregon

Gentlemen:

We have received notice from the M and M Wood Working Company that their claim, in the amount of $1,000.00, against Roy L. Houck, contract No. 2267, Albany Section, of the Pacific Highway East, in Linn County, has been paid in full.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

By H. B. Glaisyer
Secretary

DD:RS

RECEIVED
DEC 28 1940
FOR FILING

56-D-2

December 27, 1940

Great American Indemnity Co.
Harvey Wells-Reed Insurance Agency
Failing Bldg.
Portland, Oregon

Gentlemen:

You are advised that it is the intention of the State Highway Commission to make semi-final payment to Roy L. Houck, on contract No. 2267 for grading and paving on the Albany Section of the Pacific Highway East, in Linn County. This payment, in the amount of $8,814.88, will be made on or after January 27, 1941. The retained percentage is $6,502.23.

The state is not advised of any unpaid claims for labor or materials, except that of the M. & M. Woodworking Co. for 20,000 cu. yds. of gravel at 5¢ a cu. yd., of which you have been previously notified.

Kindly acknowledge receipt of this letter.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

By

Secretary

RS

NOTED
D. G. DeSart

RECEIVED
DEC 10 1940
FOR FILING

15-13-3

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION

A

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

Stencil No. 3.

IN YOUR REPLY PLEASE
REFER TO FILE NO.________

POST OFFICE BUILDING
PORTLAND, OREGON

December 6, 1940

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

Final inspection of Oregon FAP 56-D (2), Albany Overcrossing Section of the Pacific Highway ________________, was made by a representative of this office on November 25, 1940. Prompt submission of the final voucher will be appreciated.

Very truly yours,

W. H. LYNCH
District Engineer

By L J Caufield
L. J. Caufield
Sr. Highway Engineer

Pc 6

Form E-1—6M—6-40

56-D

OREGON STATE HIGHWAY COMMISSION
FIELD ENGINEER'S WEEKLY REPORT
FOR CONSTRUCTION PROJECTS ONLY

For Week Ending October 26, 1940

Section Albany

Kind of work Grading & Paving

Highway Pacific East

Section prefix 22-1030

Contractor Roy L. Houck

Contract number 2267

Date of contract January 11, 1940

Date of completion October 31, 1940

Date work started April 26, 1940

Estimated date of completion October 28, 1940

Amount of contract $219,892.00

Per cent of time elapsed 98 %

Estimated cost of completed project, exclusive of engineering $ 222,000

Per cent of contract completed, based on total contract price 99.9 %

Engineering cost to date, $ 12,300, 5.6 %

Date project was completed , 19

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

On Friday a small crew/ started on the small jobs necessary to complete the job. Will probably clean up first of next week.

In regard to the contractor's obligation in resurfacing 9th St: On Friday I talked to Councilman Coates and Street Supt. Junkin and both agreed that it ### useless to attempt any work this fall and that it would be preferable to turn the $60.00 which the contractor has agreed to pay to Highway Comm. over to the City and County to apply on a permanent improvement to be made next year.

NOTED
RAY WEBBER

NOTED
[illegible] HACKETT

RECEIVED
OCT 28 1940
DIVISION ENGINEER

Signed

Address Albany

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project					
Miles partially completed					
Miles completed					
Total estimated quantities					
Estimated quantities moved or placed to date					
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day	1				
Hours per shift	8				
Average force on project for week	2				

Percentages of men employed on contract to be secured from:

.... County, ...%; .... County, ...%; .... County, ...%; .... County, ...%

	NUMBER USED AND SECURED FROM					CONTRACTOR'S KEY MEN, ETC.	TOTAL
	COUNTY	COUNTY	COUNTY	COUNTY	OTHER SOURCES		
Men	3					1	4
Men and teams							
Men and trucks under 3 tons	1						1
Men and trucks over 3 tons							
Men and tractors							

Equipment used during week: Shovels ...., Power graders ...., Rollers ...., Mixers ...., Crushing or screening plants ....,

Compressors ...., Bulldozers ...., Sheet-foot rollers ...., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday			
Monday			
Tuesday			
Wednesday			
Thursday			
Friday			
Saturday			

STATE PRINTING DEPT.

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
HURON W. CLOUGH, CANYONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM
C. B. McCULLOUGH
ASSISTANT STATE HIGHWAY ENGINEER
SALEM
J. M. DEVERS
ATTORNEY
SALEM

OREGON STATE HIGHWAY COMMISSION

SALEM

October 22, 1940

IN REPLY PLEASE REFER TO FILE NO.

Mr. Roy L. Houck,
U. S. National Bank Bldg.,
Salem, Oregon.

56-D-2

Dear Sir:

The State of Oregon, represented by the State Land Board, has notified the Highway Commission that it has a claim against Bowman Sand & Gravel Company for royalty on materials taken from the Willamette River by the company and delivered to you in connection with your contract No. 2267 with the State.

Will you please advise me whether or not the Bowman Sand & Gravel Company has been paid in full by you, and, if not, what amount is still due?

I am sure that the State Land Board, and I know the Highway Commission too, will appreciate anything you can do toward bringing about a settlement of the State's claim against the gravel company.

Yours very truly,

J. M. DEVERS

JMD:PW

cc H. B. Glaisyer

REFERRED TO
BY SECRETARY

Mr Devers says land Board will make no claim against contract of bond D.L.Q

NOTED
D.G. DeSart

RECEIVED
SEP 25 1940
FILING

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1
POST OFFICE BUILDING
PORTLAND, OREGON

RECEIVED
SEP 13 1940
ORE.
STATE HIGHWAY

Stencil No. 124

IN YOUR REPLY PLEASE REFER TO FILE No. Ore. FAP 56-D (2)
Albany Overcrossing Sec.
Pacific Highway East

September 12, 1940

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

We are forwarding herewith, for your files, an executed copy of the ____________________ project agreement and certificate for the above numbered project.

Very truly yours,

W. H. LYNCH
District Engineer

By L J Caufield
L. J. Caufield
Sr. Highway Engineer

Encls.

Iron

474pe-7004

Form P. R. 2

State Oregon

Federal Aid Project No. 56-D(2)

PROJECT AGREEMENT

MEMORANDUM OF AGREEMENT made this 16th day of Aug 1940

by and between The Oregon State Highway Commission

, constituting

for the purpose hereof, the Highway Department of the State of Oregon hereinafter called the Highway Department, and the Federal Works Administrator, hereinafter called the Administrator, under and pursuant to the provisions of the act of Congress approved July 11, 1916 (39 Stat., 355), entitled "An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes," and of the act approved November 9, 1921 (42 Stat., 212), entitled "An Act to amend the Act entitled 'An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes,' approved July 11, 1916, as amended and supplemented, and for other purposes," and acts amendatory thereof or supplementary thereto:

Whereas the Highway Department of said State submitted on the 27th day of January, 1939, a revised project statement, which was approved on the 5th day of April, 1939, for the proposed construction of a project consisting of the road hereinafter described; and

Whereas the Highway Department, in accordance with the rules and regulations promulgated for the administration of the Federal Highway Act, has furnished surveys, plans, specifications, and estimates for Section D (2) of said project which were recommended for approval by the District Engineer of the Public Roads Administration on the 27th day of December 1939; and

Whereas the Administrator has certified to the Secretary of the Treasury his approval of said surveys, plans, specifications, and estimates, and the sum of thirty-four thousand, three hundred ten and 00/100 dollars ($34,310.00) as the share of the United States payable under said act on account of Section D (2) of said project, which does not exceed the authorized Federal pro rata share of the approved total estimated cost thereof:

Now, therefore, in consideration of the premises and of the several promises to be faithfully performed by each, as hereinafter set forth, the Highway Department and the Administrator do hereby mutually agree as follows:

16—11379

FUNDS AT THE DISPOSAL OF THE HIGHWAY DEPARTMENT

ARTICLE I. Funds for the use of the Highway Department in the construction of said project have been made available in the following manner, to wit:

(*a*) By the State Chap. 175, laws 1917; Chap. 31, laws 1920; Chap. 529, laws 1939. (Include date and citation of act of legislature by which authorized)

(*b*) From other sources (State how placed under direct control of Highway Department)

ROAD EMBRACED IN PROJECT

ARTICLE II. This agreement covers the following highway as described in detail in said surveys, plans, and specifications:

Between survey station 419+25, the southerly end of Section F (1) of said project, at Lafayette Street, and survey station 450+00, the north end of Section E (1) of said project, near Ellsworth Street, all in the town of Albany (excepting therefrom those portions between survey station 427+20 and survey station 432+72 ; and survey stations 441+13 and 442+53), length 0.451 of a mile~~s~~ in Linn County, being Section D (2) of Oregon Federal Aid project No. 56, consisting of 0.451 of a mile~~s~~ of roadway and no bridges, ~~[illegible]~~ of more than 20 feet clear span,

[redacted]

CHARACTER AND METHOD OF CONSTRUCTION

ARTICLE III. The Highway Department will construct or cause to be constructed to final completion said project, in strict compliance with said plans and specifications, which are made a part hereof, under its direct supervision, which shall include adequate inspection throughout the course of construction, subject at all times to inspection and approval by the Administrator or his agents, and in accordance with the laws of said State, the rules and regulations of the Administrator, and the following conditions:

(*a*) It is agreed that the construction work on the project shall be performed by contract, unless the performance thereof by force account shall be approved by the Administrator or his authorized representatives. Such construction work as may be performed by force account shall be paid for on the basis of the units of work performed at the unit prices set forth in the estimate as approved by the Administrator, except that where the total actual cost is ascertained to be less than the estimate so approved the total Federal payments shall not exceed the Federal pro rata share of such total actual cost.

UNITED STATES PRO RATA SHARE OF THE COST OF SAID PROJECT

ARTICLE IV. The United States pro rata share of the value of the labor and materials which shall be actually put into the construction of Section D (2) of said project shall not in any event exceed the sum of thirty-four thousand, three hundred ten and 00/100 dollars ($34,310.00), certified to the Secretary of the Treasury as above mentioned, which does not exceed the authorized Federal pro rata share of fifty-seven thousand, one hundred sixty-nine and 75/100 dollars ($57,169.75), the approved total estimated cost of Section D (2) of said project.

PAYMENTS

ARTICLE V. As the construction of said project progresses, the Administrator shall from time to time draw warrants on the Secretary of the Treasury for the payment to The State Treasurer (Official or depository) hereby designated by the Highway Department for that purpose and authorized under the laws of said State to receive public funds of the State of Oregon (Name) of such sums as shall not, together with previous payments, exceed the United States pro rata share, as above specified, of the value, as determined by the Administrator after inspection and approval, of the labor and materials which have actually been put into said construction work in compliance with the requirements of Article III hereof.

The Administrator reserves the right to withhold such sum as he may deem necessary to insure completion of construction in compliance with said plans and specifications.

MAINTENANCE OF PROJECT

ARTICLE VI. The Highway Department will maintain said project in compliance with said acts of July 11, 1916, and November 9, 1921, out of funds which have been or will be made available therefor by said State in the manner herein set forth, to wit: (Include reference to statute authorizing funds and probable amount annually available)

Chap. 529, laws 1939.

The Highway Department will use every means within its power to insure proper and permanent maintenance of said project, and to that end will provide for the constant making of needed repairs to preserve a smooth-surfaced highway.

Showing of authority of the Highway Department to execute agreements will be found in the agreement for project No. 112.

In witness whereof the parties have hereunto affixed their signatures, the Highway Department on the day and year first above written and the Administrator on the ______ day of AUG 26 1940, 19

OREGON STATE HIGHWAY COMMISSION
(Official title of Highway Department)

By Henry F. Cabell
Chairman, State Highway Commission
(Title of officer)

By
Member, State Highway Commission
(Title of officer)

By ______
Member, State Highway Commission
(Title of officer)

By ______
______
(Title of officer)

By ______
______
(Title of officer)

FEDERAL WORKS ADMINISTRATOR,

By H. J. O'Leary
Acting Commissioner of Public Roads.

U. S. GOVERNMENT PRINTING OFFICE 16—113.9

Form PR. 3—Revised

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION

CERTIFICATE OF APPROVAL OF PLANS, SPECIFICATIONS, AND ESTIMATES

(Under "An Act to provide that the United States shall aid the States in the construction of rural roads, and for other purposes," approved July 11, 1916, and acts amendatory thereof and supplementary thereto.)

To

The Secretary of the Treasury, and

The State Highway Department of the State of Oregon

Pursuant to the acts above cited, I hereby certify—

First. That in accordance with the provisions of said acts, I have approved the plans, specifications, and estimates submitted by the State Highway Department of the State of Oregon for the construction of a highway designated in the records of this Agency as Federal Aid Project No. 56-D(2) State of Oregon

Second. That in accordance with said provisions I have approved the sum of $57,169.75 as the total estimated cost of said project, and the sum of $34,310.00 as the share of the United States, payable under said acts on account of such project, which does not exceed the authorized Federal pro rata share of said total estimated cost.

Done at the city of Washington, this .... day of AUG 26 1940

one thousand nine hundred and ....

Federal Works Administrator,

By ....
Acting Commissioner of Public Roads.

U. S. GOVERNMENT PRINTING OFFICE 16—10120

RECEIVED
OCT 2 1 [illegible]
FOR FIL[illegible]

Form E-30—Revised—2M—4-40

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Cross Referenced To
D[illegible]t
Culverts

Salem, Oregon
July 26, 1940

28-1030

Subject: Agreement covering Culvert Installation at Albany.

To: Mr. R. G. Smith
Construction Engineer
OFFICE

Dear Sir:

On June 24th Mr. Devers transmitted to this office four copies of an agreement covering Culvert Installation in Albany. We have secured signatures of the proper City Officials of Albany and are now returing all copies of the agreement for further handling.

Very truly yours,

F. D. EASON
Division Engineer

By:

G. W. ROSS
Div. Office Eng'r.

GWR:ld
cc J. M Devers.

REFERRED TO
[illegible]
BY SECRETARY

REFERRED TO
Mr [illegible]
BY SECRETARY
to sign

RECEIVED
JUL 19 1940
FOR FILING

56-B-2

#2267

July 19, 1940

Mr. Roy L. Houck
212 U. S. National Bank Building
Salem, Oregon

Dear Sir:

We have received notice from the M and M Wood Working Company that their claim against you, in the amount of $1,000.00, in connection with your contract No. 2267, Albany Section, of the Pacific Highway East, in Linn County, has been paid in full.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

By

DD:RS

Secretary

July 19, 1940

Great American Indemnity Company
Harvey Wells-Reed Insurance Agency
Failing Building
Portland, Oregon

Gentlemen:

We have received notice from the M and M Wood Working Company that their claim, in the amount of $1,000.00, against Roy L. Houck, contract No. 2267, Albany Section, of the Pacific Highway East, in Linn County, has been paid in full.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

By

DD:RS

Secretary

July 18, 1940

M and M Wood Working Company
Portland, Oregon

Gentlemen:

This will acknowledge receipt of your letter of July 10, and thank you for notice that your claim against Roy L. Houck, in the amount of $1,000.00, for 20,000 yards of ballast gravel used on contract No. 2267, Albany Section of the Pacific Highway East, in Linn County, has been paid in full.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

By

Secretary.

DD:RS

M AND M WOOD WORKING COMPANY

MANUFACTURERS OF

"The Door With [THE M&M STURDY LINE] The Colored Ends"

CABLE ADDRESS
"DOORS"
PORTLAND, OREGON

MAIN OFFICE AND FACTORIES
PORTLAND, OREGON

July 10, 1940

RECEIVED
JUL 11 1940

Oregon State Highway Commission
Salem, Oregon

Attention: H. B. Glaisyer, Secretary

Gentlemen:

We wish to thank you very kindly for your letter of July 2 regarding the 20,000 yards of ballast gravel we sold to Roy L. Houck, Contractor, of Salem, Oregon, for use on his state highway contract No. 2267 near Albany, Oregon.

We have today received Mr. Houck's check in the amount of $1000.00 covering payment in full for this ballast gravel.

Yours very truly,

M and M WOOD WORKING COMPANY

By

Ray C. Hansen
MS

REFERRED TO [illegible]

acknowledge & thank him for letter.
noting receipt & contents of payment.
record on card.
HBG

RECEIVED
JUL 8 1940
FOR FILING

[illegible]

July 2, 1940

M and M Wood Working Company
Portland, Oregon

Attention: Ray C. Hansen

Gentlemen:

Reply is made to your letter of June 28 advising of your claim against contractor Roy L. Houck, being for 20,000 cubic yards of ballast gravel at 5¢ per cubic yard which was used by Mr. Houck in connection with his contract with the State Highway Commission at Albany.

The contract to which you refer is state highway contract No. 2267 for the grading and paving of the Albany Section of the Pacific Highway East. In connection with this contract, Mr. Houck furnished the state with a surety bond for the protection of claimants, which bond was written by the Great American Indemnity Company for whom Harvey Wells-Reed Insurance Agency is local agent with offices in the Failing Building, Portland. We offer you this bond for the proection of your claim and suggest that you file notice of your claim with the agent of the company.

I would also suggest that you file notice of your claim with the Secretary of State in accordance with the provisions of Chapter 517, Oregon Laws, 1939, a mimeographed copy of which is inclosed.

In conformance with our usual practice, we are today bringing your claim to the attention of the bonding company and the contractor. We trust that you will receive satisfactory settlement in the near future.

Very truly yours,

Secretary

HBG:MC
am

L.G. DeSart

[illegible]
for cards

July 2, 1940

Great American Indemnity Company
Harvey Wells-Reed Insurance Agency
Failing Building
Portland, Oregon

Gentlemen:

The State Highway Commission has today been advised of the claim of the M and M Wood Working Company against contractor Roy L. Houck, being for 20,000 cubic yards of ballast gravel at 5¢ per cubic yard which was used by Mr. Houck in connection with this contract with the State Highway Commission, No. 2267, for grading and paving the Albany Section of the Pacific Highway East.

This information is given you inasmuch as you appear surety on the bond furnished by Mr. Houck in connection with the above-mentioned contract.

Very truly yours,

HBG:MC
an

Secretary

cc - Mr. Roy L. Houck
U.S.National Bank Bldg.
Salem, Oregon

RECEIVED
JUL 1 1940

M AND M WOOD WORKING COMPANY

MANUFACTURERS OF

"The Door With The Colored Ends"

CABLE ADDRESS
"DOORS"
PORTLAND, OREGON

MAIN OFFICE AND FACTORIES
PORTLAND, OREGON

June 28, 1940

Oregon State Highway Commission
Salem, Oregon

Gentlemen:

We have sold to Mr. Roy L. Houck, contractor, about 20,000 cubic yards of ballast gravel at 5 cents per yard, which is to be used on the state highway contract near Albany, Oregon.

Mr. Houck has not paid us for this gravel, and we wish you to consider his bill unpaid until we advise you to the contrary.

We know nothing of Mr. Houck's credit, and it is our understanding that you make sure that all bills are paid before you pay the contractor; therefore, please consider this letter as formal notice that Mr. Houck has not paid for the gravel as yet, and we will advise you when he does pay for it.

Yours very truly,

M and M WOOD WORKING COMPANY

By

Ray C. Hansen
MS

ANSWERED
H. B. GLA

56-E-2

(Stencil #28)

RECEIVED
AUG 20 1940
FOR FILING

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

POST OFFICE BUILDING
PORTLAND, OREGON

1940

IN YOUR REPLY PLEASE
REFER TO FILE No. Oregon FAP 56-D (2)
Albany Overcrossing Section
Pacific Highway East

July 2, 1940

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

We are forwarding herewith two copies of proposed project agreement for signature and return to this office.

Enclosed is an approved copy of the detail estimate, upon which the agreement was based, together with approved copy of specifications.

Very truly yours,

W. H. LYNCH
District Engineer

By L. J. Caufield
L. J. Caufield
Senior Highway Engineer

RECEIVED
JUL 19 1940
FOR FILING

56-D-2

May 28, 1940

Mr. W. H. Lynch
District Engineer
Public Roads Administration
Post Office Box 3900
Portland, Oregon

Dear Sir:

Herewith are enclosed seven copies of estimate as basis for project agreement for the Albany Overcrossing Section, Project No. FA 56-D (2).

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/ME

Encl.

Oregon State Highway Department   Federal Aid Project No. 56-D (2)

ALBANY OVERCROSSING SECTION OF THE PACIFIC HIGHWAY EAST IN LINN COUNTY

(Estimate as basis for project agreement. Based on low bid prices.)

Salem, Oregon, May 24, 1940

4 Lane P. C. Pavement (Sta. 419+25 to 450+00) (Contract No. 2267)

All Required		Clearing and Grubbing		$ 61.00
110	cu. yds.	Trench Excavation	$ 1.00	110.00
100	cu. yds.	Excavation, Single Classif.	.18	18.00
100	yd. mi.	Truck Haul	.10	10.00
All Required		Fine Grading on Previously Graded Sections (17%)		34.00
380	lin. ft.	8" Sewer Pipe	.40	152.00
250	lin. ft.	12" Sewer Pipe	.80	200.00
16	only	Concrete Catch Inlets	20.00	320.00
430	cu. yds.	Concrete Curbs	16.50	7,095.00
1,600	sq. yds.	Concrete Sidewalks	1.50	2,400.00
10	sq. yds.	Concrete Driveway Aprons	1.70	17.00
All Required		Constructing Recesses for Curb Markers (63%)		63.00
4	only	Concrete Traffic Light Bases	5.00	20.00
2	only	Concrete Boundary Light Bases	5.00	10.00
1	only	Cedar Service Pole	20.00	20.00
130	lin. ft.	3/4" Electrical Conduit	.15	19.50
700	lin. ft.	1" Electrical Conduit	.20	140.00
3,600	cu. yds.	5" - 0" Material in Subbase	.55	1,980.00
850	cu. yds.	3/4" - 0" Material in Cushion Course	1.00	850.00
100	cu. yds.	3/4" - 0" Material in Shoulders and Surfacing	1.05	105.00
100	cu. yds.	Filler	.40	40.00
100	cu. yds.	Hauling Filler	.10	10.00
15,500	sq. yds.	Portland Cement Concrete Pavement	1.50	23,250.00
1,300	lin. ft.	3/4" Expansion Joints	.12	156.00
100	lin. ft.	½" Expansion Joints	.03	3.00
9,500	lin. ft.	Contraction Joints	.02	190.00
1,400	only	Dowels	.16	224.00
31,000	lbs.	Tie Bars and Reinforcement	.05	1,550.00
2,200	tons	Asphaltic Concrete	4.70	10,340.00
550	tons	Outback Asphalt Wearing Surface	4.70	2,585.00
			Subtotal	$ 51,972.50
			10% Engr. & Cont.	5,197.25
			Total	$ 57,169.75

Length of Roadway	0.451 mile
Cost per mile	$ 126,762.19

Federal Aid Funds- -	$ 34,310.00
State Funds- -	22,859.75
	$ 57,169.75

State Funds for Construction: Chap. 175, laws 1917; Chap. 31, laws 1920;
    Chap. 529, laws 1939
State Funds for Maintenance: Chap. 529, laws 1939

56-D-2

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION
DISTRICT ONE

MONTANA
OREGON
WASHINGTON

POST OFFICE BUILDING
PORTLAND, OREGON

January 11, 1940

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

This is to confirm our verbal concurrence in award of contract, as of this date, for Oregon Federal Aid Projects Nos. 56-D (2), 56-E (1) and 56-F (1), Albany Section of the Pacific Highway East, to Roy L. Houck, Salem, Oregon, who submitted the low bid.

Very truly yours,

W H Lynch

W. H. LYNCH
District Engineer

Form E-30—Revised—30M—1-40

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Corvallis, Oregon
May 25, 1940

[illegible]

Subject: Federal Aid Sheets for North Albany.

M. Wood to Roberts office ✓

To:

Mr. F. L. Eason
Division Engineer
Salem, Oregon
L

RECEIVED
MAY 27 1940
DIVISION ENGINEER
DIVISION NO. 2

Dear Sir:

This office has received several sets of Federal Aid sheets on units of the Albany new construction. These it is found are very helpful in our maint. problems. We find that we did not receive the north unit plans and desire a copy of these - the sheets it is believed are known as the North Unit Albany Dec. 1939 and cover the project to station 419 + 25 .

Very truly yours,

V.L.Goodnight

V.L.Goodnight
Dist. Maint. Supt.

Mailed
5/28/40
H.

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FEB 9 1940

56-10-2

February 7, 1940

Mr. Roy L. Houck
212 U. S. National Bank Building
Salem, Oregon

Dear Sir:

We are handing you herewith a fully executed copy of Contract No. 2267 which was awarded to you by the State Highway Commission on January 11, 1940, covering the grading and paving of the Albany Section of the Pacific Highway East, in Linn County.

This copy is for your records and files.

Very truly yours,

STATE HIGHWAY COMMISSION
By

Secretary

MBL

76-D

January 16, 1940

Mr. Roy Houck
212 U. S. National Bank Building
Salem, Oregon

Dear Sir:

We hand you herewith four copies of Contract No. 2267 which was awarded to you by the State Highway Commission on January 11, 1940, covering the grading and paving of the Albany Section of the Pacific Highway East, in Linn County.

Kindly execute all four copies of this contract as to agreement and bond and return them to this office for approval by the State Highway Commission. When this has been done a fully executed copy will be returned to you for your records and files. We will also send an executed copy to the surety on your bond.

Your special attention is called to the paragraph under Section 5, page 14, of the printed General Provisions, relating to the Workmen's Compensation Act. You are expected to accept the terms of this Act and to carry on your work under this contract in strict conformance thereto.

Your attention is also called to the mimeographed page immediately preceding the colored pages, relating to payment by the contractor of amounts due hospital associations, et cetera.

Very truly yours,

STATE HIGHWAY COMMISSION
By

Secretary

MBL

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FOR FILES

January 12, 1940

Mr. Roy L. Houck
212 U. S. National Bank Bldg.
Salem, Oregon

Dear Sir:

The State Highway Commission on January 11, 1940, awarded you the contract for 1.4 miles grading and 3.9 miles paving on the Albany Section of the Pacific Highway East, in Linn County. This award was based on your low bid of $219,892.00 submitted on that date.

Contract forms will be sent to you for execution within the next few days.

Very truly yours,

AM

Secretary

cc - Mr. S. H. Probert
Mr. C. S. Paxson

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FOR FILE

56-F-2

December 29, 1939

Mr. W. H. Lynch
District Engineer
Public Roads Administration
P. O. Box 3900
Portland, Oregon

Dear Sir:

Herewith are enclosed fifteen copies of revised special provision page number 30, and additional special provision page number 30a, for Projects Nos. FA 56-D (2), 56-E (1) and 56-F (1).

These pages are to replace page number 30 in the bid proposals sent to you previously.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/ER

Encl.

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION
DISTRICT ONE

MONTANA
OREGON
WASHINGTON

POST OFFICE BUILDING
PORTLAND, OREGON

December 27, 1939

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

P.S.& E. documents for Oregon Federal Aid Project No. 56-D (2), the Albany Overcrossing Section of the Pacific Highway, have today been recommended for approval, subject to final review and approval by the Commissioner of Public Roads. This is your authority for advertising for bids.

Prompt submission of the bid tabulation and agreement estimate will be appreciated.

Very truly yours,

W. H. LYNCH
District Engineer

By L J Caufield
L. J. Caufield
Sr. Highway Engineer

Oregon State Highway Department   Federal Aid Project No. 56-D (2)

ALBANY OVERCROSSING SECTION OF THE
PACIFIC HIGHWAY EAST IN LINN COUNTY

(Estimate to accompany plans and specifications. Not as basis for project agreement.)

Salem, Oregon, December 23, 1939

4 Lane P. C. Pavement (Sta. 419+25 to 450+00)

All Required		Clearing and Grubbing	$ - -	$ 150.00
110	cu. yds.	Trench Excavation	1.00	110.00
100	cu. yds.	Excavation, Single Classif.	.25	25.00
100	yd. mi.	Truck Haul	.12	12.00
All Required		Fine Grading on Previously Graded Sections	- -	120.00
380	lin. ft.	8" Sewer Pipe	.70	266.00
250	lin. ft.	12" Sewer Pipe	1.00	250.00
16	only	Concrete Catch Inlets	20.00	320.00
430	cu. yds.	Concrete Curbs	18.00	7,740.00
1,600	sq. yds.	Concrete Sidewalks	1.50	2,400.00
10	sq. yds.	Concrete Driveway Aprons	1.80	18.00
All Required		Constructing Recesses for Curb Markers	- -	50.00
4	only	Concrete Traffic Light Bases	4.00	16.00
2	only	Concrete Boundary Light Bases	5.00	10.00
1	only	Cedar Service Pole	15.00	15.00
130	lin. ft.	3/4" Electrical Conduit	.20	26.00
700	lin. ft.	1" Electrical Conduit	.25	175.00
3,600	cu. yds.	3" - 0" Material in Sub-base	.60	2,160.00
850	cu. yds.	3/4" - 0" Material in Cushion Course	1.50	1,275.00
100	cu. yds.	3/4" - 0" Material in Shoulders and Surfacing	1.50	150.00
100	cu. yds.	Filler	.40	40.00
100	yd. mi.	Hauling Filler	.15	15.00
15,500	sq. yds.	Portland Cement Concrete Pavement	1.60	24,800.00
1,300	lin. ft.	3/4" Expansion Joints	.15	195.00
100	lin. ft.	½" Expansion Joints	.10	10.00
9,500	lin. ft.	Contraction Joints	.03	285.00
1,400	only	Dowels	.15	210.00
31,000	lbs.	Tie Bars and Reinforcement	.06	1,860.00
2,200	tons	Asphaltic Concrete	5.00	11,000.00
550	tons	Cutback Asphalt Wearing Surface	5.00	2,750.00
		Subtotal		$ 56,453.00
		10% Engr. & Cont.		5,645.30
		Total		$ 62,098.30

Length of Roadway	0.451 mile
Cost per mile	$ 137,690.24

Federal Aid Funds- -	$ 27,000.00 (43+%)
State Funds- -	35,098.30
	$ 62,098.30

ALBANY OVERCROSSING SECTION

PROJECT NO. FA 56-D (2)

All necessary right of way has been acquired for this project.

R. H. BALDOCK
State Highway Engineer

By

J. W. Nash
Asst. Office Engineer

December 23, 1939

CONTRACT# [redacted] 2268

132-H-1 S. Unit, Oregon City Sec., 1940
Pacific Hwy., East (Grad. &
#2268 Paving)

122-H-1

R. H. Baldock 1941 ?

February 17, 1940

South Unit, Oregon City
Contract #2268

Final Cost Analysis
Grade and Pave
Edlfsen-Weygandt
F. T. Young, Resident Engineer

E. Side Pacific Highway
Prefix 3-1020

Item	Cost	Quantity	Unit	Unit Cost	Unit Bid	Gross Revenue
Clearing and Grubbing	$ 108.40					$600.00
Trench Excavation	216.52	181.7	Cu. Yd.	1.19	1.00	181.70
Excavation Single Class	2,836.81	4,706.7	" "	0.61	0.48	2,259.22
Finishing Roadbed and Slopes	114.26	0.31	Mile	368.58	250.00	77.50
Removal of Old Pavement	691.60	2,470	Sq.Yd.	0.28	0.35	864.50
" " Sidewalks	269.00	1,582.4	" "	0.17	0.20	316.48
" " Curbs	173.17	1,924.1	Lin.Ft.	0.09	0.05	96.21
8" Sewer Pipe	271.83	663	" "	0.41	0.40	265.20
9" Metal Drain Pipe	197.76	194	" "	1.02	1.00	194.00
Holes Thru Retaining Walls	103.78	10.1	" "	10.28	7.50	75.75
Adjusting Manholes & Inlets	76.00	8	Only	9.50	10.00	80.00
Reconstruct Manhole, Sta.46+78	24.73			All		30.00
" " , Sta.47+18	13.16			All		30.00
Concrete Catch Inlets	371.00	20	Only	18.55	19.00	380.00
Cable Guard Fence	35.96	30.5	Lin.Ft.	1.18	1.25	38.13
1" Electrical Conduit	19.24	48.1	" "	0.40	0.35	16.84
1-1/4" Electrical Conduit	71.34	165.9	" "	0.43	0.35	58.07
1-1/2" " "	125.84	242	" "	0.52	0.55	133.10
Concrete Curb	980.00	50	Cu. Yd.	19.60	20.00	1,000.00
" Sidewalks	1,541.69	1,093.4	Sq. Yd.	1.41	1.50	1,640.10
" Driveway Aprons	626.45	336.8	" "	1.86	1.60	538.88
2½"-0" Material in Base	219.43	120	Cu. Yd.	1.82	1.60	192.00
1¼"-0" " " "	2,217.12	1,218.5	" "	1.82	1.60	1,949.60
1/2"-0" " " Cushion	1,129.05	585	" "	1.93	1.60	936.00

NOTED

South Unit, Oregon City

Item	Cost	Quantity	Unit	Unit Cost	Unit Bid	Gross Revenue
Sprinkling	135.00	90	M. Gal.	1.50	1.50	135.00
Portland Cement Conc. Pave.	17,613.10 ~~[illegible]~~	11,143.93	Sq. Yd.	1.58 ~~1.57~~	1.63	18,164.61
3/4" Expansion Joints	164.65	1,483.3	Lin.Ft.	0.111	0.15	222.50
½" x 7" " "	155.02	1,614.8	" "	0.096	0.11	177.63
½" x 4" " "	78.88	1,434.2	" "	0.055	0.06	86.05
Contraction Joints	128.49	5,139.7	" "	0.025	0.025	128.49
Dowels	340.59	1,841	Only	0.185	0.17	312.97
Tie Bars & Reinforcement	991.11	21,087.5	Lbs.	0.047	0.05	1,054.38
Class "B" Asphalt	2,823.53	507.83	Tons	5.56	5.50	2,793.07
Cutback Asphalt Wearing Surf.	909.12	163.51	"	5.56	5.50	899.31
P.A.#2 Fill Oil Tank with Sand	30.00				30.00	30.00
P.A.#3 Cement Adjustment		-155.5	Bbls.	Deduction	2.05	-318.78
Force Account	242.17					206.81
	$ 36,044.80					$ 35,852.33

Total Cost	$36,044.80
Gross Revenue	35,852.33
Net Loss	$ 192.47

Net Loss Equals 0.5% of Gross Revenue.

SOUTH UNIT, OREGON CITY
Detail of Cost

LABOR:

Supervision	$ 1,496.15	
Labor	7,777.57	
S. I. A. C.	573.54	
S. S. & Unemployment	352.95	
		$ 10,200.21

MATERIALS:

8" Sewer Pipe	663	Lin.Ft.	@	$0.30	198.90	
9" Perf. Corr. Iron Pipe	194	" "	@	0.71	137.74	
9" Bands	9	Each	@	0.95	8.55	
Inlet Grates & Frames	20	"	@	6.10	122.00	
Cable Guard Fence Materials					19.82	
1" Electrical Conduit	48.1	Lin.Ft.	@	0.13	6.25	
1¼" " "	165.9	" "	@	0.16	26.54	
1½" " "	242	" "	@	0.25	60.50	
2½"-0" Crushed Gravel	120	Cu. Yd.	@	0.75	90.00	
1¼"-0" " "	1,218.5	" "	@	0.75	913.88	
1/2"-0" " "	585	" "	@	0.75	438.75	
Portland Cement	2,209¼	Bbls.	@	2.00	4,418.50	
3/4"x7" Expansion Joints	1,483.3	Lin.Ft.	@	0.096	142.40	
1/2"x7" " "	1,614.8	" "	@	0.0808	130.48	
1/2"x4" " "	1,434.2	" "	@	0.04	57.37	
Contraction Joints	5,139.7	" "	@	0.0148	76.07	
Dowels	1,841	Each	@	0.125	230.13	
Sleeves	1,841	"	@	0.03	55.23	
Tie Bar & Reinf. Steel	21,087.5	Lbs.	@	0.037	780.24	
Ready Mix Concrete	806.72	Cu. Yd.	@	5.82	4,703.18	
Concrete Aggregate	1,904.5	" "	@	0.50	952.26	
Asphaltic Concrete in Place	671.34	Tons	@	5.50	3,692.37	
						$ 17,261.16

EQUIPMENT RENTAL & MISC. SUPPLIES:

Equipment Rental		$ 3,319.50	
Hired Trucks		825.86	
Gas, Oil & Grease		834.09	
Form Lumber		435.98	
Miscellaneous Supplies & Small Tools		488.14	
Water		108.00	
Bond		367.81	
Public Liability Ins.		193.30	
Office & General Overhead (3% of Gross Revenue)		1,075.57	
Move In		723.02	
Water Pipe		45.00	
Mat. Rental	@ $0.015 per Sq. Yd. of Pavement	167.16	
			8,583.43
			$ 36,044.80

OREGON CITY (SOUTH UNIT)

REMARKS:

This contract, which required the grading and paving of 0.31 of a mile, was bid on January 12th, 1940. The contractor started work on January 22nd and completed on September 4th, 1940.

The clearing consisted principally of the removal of buildings, and most of the cost was absorbed by the salvage value of the materials. A 1-1/4 yd. shovel was used on the excavation, and the hauling was done with three of the contractor's 5 yard trucks. Spreading and compacting was done with an RD-6 and dozer. The excavation bid also included the hauling cost.

The crushed rock surfacing was purchased in the bunkers at the Ross Island Sand and Gravel Company and hauled a distance of 12 miles to the job. The concrete for the curbs, sidewalks and driveways was purchased from a central mixing plant, owned by the Wagner Construction Company, which was set up adjacent to the job. A 7-sack Koehring mixer was used for placing the concrete pavement, and it was operated 72-3/4 hours and averaged 157 square yards per hour. The aggregate was purchased in trucks at the Ross Island Plant, and the cement was hauled from the same plant in specially constructed containers built onto the tail gates of the batch trucks. The asphaltic concrete was purchased from the Cascade Construction Company who also placed the material.

The contract shows a small loss which was due to the high cost of the excavation and to the long haul on the crushed rock and aggregate.

E. H. CLYMER
Cost Analyst

By

V. R. Jones

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OCT 29 1940
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[illegible]

October 28, 1940

Fidelity & Deposit Co. of Maryland
Clarence D. Porter, Agent
Failing Building
Portland, Oregon

Gentlemen:

You are hereby notified that State Highway Contract No. 2268, covering grading and paving on South Unit of the Oregon City Section of the Pacific Highway East, in Clackamas County, has been completed by the contractors, Edlefsen-Weygandt Company, and that final settlement will be made by the State with said contractors for work done under said contract on or after November 7, 1940.

The State is not advised of any unpaid claims for labor or material, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the State assumes no responsibility for any such claims should there be any.

This notice is served upon you as you appear as surety on the bond furnished by the above contractors. Kindly acknowledge receipt of this letter.

For your information we wish to advise that the total amount paid the above contractors in connection with this contract will be $35,934.02, including the final payment. Of this amount $293.97 was for force account work.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

By:

Secretary

RS

NOTED
D. G. DeSart

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132-H-1

September 25, 1940.

FIDELITY & DEPOSIT COMPANY OF AMERICA
Clarence D. Porter, Local Agent
Failing Building
Portland, Oregon

Gentlemen:

You are advised that it is the intention of the State Highway Commission to make semi-final payment to Edlefsen-Weygandt Company on Contract No. 2268 - S. Unit, Oregon City Section of the Pacific Highway East, in Clackamas County. This payment will be made on or after October 5, 1940.

Kindly acknowledge receipt of this letter.

Very truly yours,

STATE HIGHWAY COMMISSION
By

Secretary

DGD:MBL

NOTED
D. G. DeSart

Form E-1—5M—3-39

F2-H-1

OREGON STATE HIGHWAY COMMISSION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending September 21,1940, 193

Section South Unit Oregon City
Kind of work Grading & Paving
Highway Pacific East
Section prefix 3-1020
Contractor Edlefsen -Weygandt Co.
Contract number 2268
Date of contract January 12,1940, 193
Date of completion October 31,1940, 193
Date work started January 20,1940, 193
Estimated date of completion September 4,1940, 193
Amount of contract . . . . $ 36,781.25
Per cent of time elapsed 80 %
Estimated cost of completed project, exclusive of engineering . . . . $ 38,981.09
Per cent of contract completed, based on total contract price . . . . %
Engineering cost to date, $ 2583, %
Date project was completed September 4,1940, 193

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

Final estimate completed and delivered to division offive on the 17th.

NOTED
RAY WEB

RECEIVED
SEP 23 1940
CONST

Signed F.T.Young

Address Portland

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project	0.3				0.3
Miles partially completed					
Miles completed	0.3				0.3
Total estimated quantities	4708				11,147
Estimated quantities moved or placed to date	4708				11,147
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day	Work completed September 4th.				
Hours per shift					
Average force on project for week					

Percentages of men employed on contract to be secured from:

.... County, ...%; .... County, ...%; .... County, ...%; .... County, ...%

	NUMBER USED AND SECURED FROM					CONTRACTOR'S KEY MEN, ETC.	TOTAL
	COUNTY	COUNTY	COUNTY	COUNTY	OTHER SOURCES		
Men							
Men and teams							
Men and trucks under 3 tons							
Men and trucks over 3 tons							
Men and tractors							

Equipment used during week: Shovels ...., Power graders ...., Rollers ...., Mixers ...., Crushing or screening plants ...., Compressors ...., Bulldozers ...., Sheet-foot rollers ...., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday			
Monday			
Tuesday			
Wednesday			
Thursday			
Friday			
Saturday			

STATE PRINTING DEPT

132-H-1

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AUG 13 1940
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UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

POST OFFICE BUILDING
PORTLAND, OREGON

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION

Stencil No. 124
IN YOUR REPLY PLEASE REFER TO FILE NO. Oregon FAP 132-H (1)
S. Unit, Oregon City Section,
Pacific Highway East

June 10, 1940

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

We are forwarding herewith, for your files, an executed copy of the ____________________ project agreement and certificate for the above numbered project.

Very truly yours,

W. H. LYNCH
District Engineer

By

L. J. Caufield
Sr. Highway Engineer

Encls.

Jro

wa4pr-5205

Form P. R. 2

State Oregon

Federal Aid Project No. 132-H(1)

PROJECT AGREEMENT

MEMORANDUM OF AGREEMENT made this 8th day of May, 1940

by and between The Oregon State Highway Commission

, constituting

for the purpose hereof, the Highway Department of the State of Oregon hereinafter called the Highway Department, and the Federal Works Administrator, hereinafter called the Administrator, under and pursuant to the provisions of the act of Congress approved July 11, 1916 (39 Stat., 355), entitled "An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes," and of the act approved November 9, 1921 (42 Stat., 212), entitled "An Act to amend the Act entitled 'An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes,' approved July 11, 1916, as amended and supplemented, and for other purposes," and acts amendatory thereof or supplementary thereto:

Whereas the Highway Department of said State submitted on the 21st day of June, 1927, a project statement, which was approved on the 13th day of October, 1927, for the proposed construction of a project consisting of the road hereinafter described; and

Whereas the Highway Department, in accordance with the rules and regulations promulgated for the administration of the Federal Highway Act, has furnished surveys, plans, specifications, and estimates for Section H (1) of said project which were recommended for approval by the District Engineer of the Public Roads Administration on the 13th day of September 1939; and

Whereas the Administrator has certified to the Secretary of the Treasury his approval of said surveys, plans, specifications, and estimates, and the sum of ninety-five thousand, three hundred forty and 00/100 dollars ($95,340.00) as the share of the United States payable under said act on account of Section H (1) of said project, which does not exceed the authorized Federal pro rata share of the approved total estimated cost thereof:

Now, therefore, in consideration of the premises and of the several promises to be faithfully performed by each, as hereinafter set forth, the Highway Department and the Administrator do hereby mutually agree as follows:

FUNDS AT THE DISPOSAL OF THE HIGHWAY DEPARTMENT

ARTICLE I. Funds for the use of the Highway Department in the construction of said project have been made available in the following manner, to wit:

(*a*) By the State Chap. 175, laws 1917; Chap. 31, laws 1920; (Include date and citation of Chap. 529, laws 1939. act of legislature by which authorized)

(*b*) From other sources

(State how placed under direct control of Highway Department)

ROAD EMBRACED IN PROJECT

ARTICLE II. This agreement covers the following highway as described in detail in said surveys, plans, and specifications:

Between survey station 36+32 on Water Street near Tenth Street, at the southerly terminus of Oregon FAP 168-J(1), and survey station 55+73.9 on Fifth Street near Main Street, all in Oregon City

, length 0.367 of a mile~~s~~ in Clackamas County, being Section H (1) of Oregon Federal Aid project No. 132, consisting of 0.297 of a mile~~s~~ of roadway and one bridge~~s~~, each of more than 20 feet clear span, 0.070 of a mile in length, and 1 highway underpass structure.

CHARACTER AND METHOD OF CONSTRUCTION

ARTICLE III. The Highway Department will construct or cause to be constructed to final completion said project, in strict compliance with said plans and specifications, which are made a part hereof, under its direct supervision, which shall include adequate inspection throughout the course of construction, subject at all times to inspection and approval by the Administrator or his agents, and in accordance with the laws of said State, the rules and regulations of the Administrator, and the following conditions:

(*a*) It is agreed that the construction work on the project shall be performed by contract, unless the performance thereof by force account shall be approved by the Administrator or his authorized representatives. Such construction work as may be performed by force account shall be paid for on the basis of the units of work performed at the unit prices set forth in the estimate as approved by the Administrator, except that where the total actual cost is ascertained to be less than the estimate so approved the total Federal payments shall not exceed the Federal pro rata share of such total actual cost.

UNITED STATES PRO RATA SHARE OF THE COST OF SAID PROJECT

ARTICLE IV. The United States pro rata share of the value of the labor and materials which shall be actually put into the construction of Section H (1) of said project shall not in any event exceed the sum of ninety-five thousand, three hundred forty and 00/100 dollars ($95,340.00), certified to the Secretary of the Treasury as above mentioned, which does not exceed the authorized Federal pro rata share of one hundred fifty-eight thousand, eight hundred eighty-five and 92/100 dollars ($158,885.92), the approved total estimated cost of Section H (1) of said project.

PAYMENTS

ARTICLE V. As the construction of said project progresses, the Administrator shall from time to time draw warrants on the Secretary of the Treasury for the payment to The State Treasurer (Official or depository) hereby designated by the Highway Department for that purpose and authorized under the laws of said State to receive public funds of the State of Oregon (Name) of such sums as shall not, together with previous payments, exceed the United States pro rata share, as above specified, of the value, as determined by the Administrator after inspection and approval, of the labor and materials which have actually been put into said construction work in compliance with the requirements of Article III hereof.

The Administrator reserves the right to withhold such sum as he may deem necessary to insure completion of construction in compliance with said plans and specifications.

MAINTENANCE OF PROJECT

ARTICLE VI. The Highway Department will maintain said project in compliance with said acts of July 11, 1916, and November 9, 1921, out of funds which have been or will be made available therefor by said State in the manner herein set forth, to wit: (Include reference to statute authorizing funds and probable amount annually available)

Chap. 529, laws 1939.

The Highway Department will use every means within its power to insure proper and permanent maintenance of said project, and to that end will provide for the constant making of needed repairs to preserve a smooth-surfaced highway.

Showing of authority of the Highway Department to execute agreements will be found in the agreement for project No. 112.

In witness whereof the parties have hereunto affixed their signatures, the Highway Department on the day and year first above written and the Administrator on the ______ day of MAY 22 1940, 19___

OREGON STATE HIGHWAY COMMISSION
(Official title of Highway Department)

By Henry F. Cabell
Chairman, State Highway Commission
(Title of officer)

By Hugh McClung
Member, State Highway Commission
(Title of officer)

By ______
Member, State Highway Commission
(Title of officer)

By ______
______
(Title of officer)

By ______
______
(Title of officer)

FEDERAL WORKS ADMINISTRATOR,

By H. J. O'Leary
Acting Commissioner of Public Roads.

Form PR. 3—Revised

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION

CERTIFICATE OF APPROVAL OF PLANS, SPECIFICATIONS, AND ESTIMATES

(Under "An Act to provide that the United States shall aid the States in the construction of rural roads, and for other purposes," approved July 11, 1916, and acts amendatory thereof and supplementary thereto.)

To

The Secretary of the Treasury, and

The State Highway Department of the State of Oregon

Pursuant to the acts above cited, I hereby certify—

First. That in accordance with the provisions of said acts, I have approved the plans, specifications, and estimates submitted by the State Highway Department of the State of Oregon for the construction of a highway designated in the records of this Agency as Federal Aid Project No. 132-H(1) State of Oregon

Second. That in accordance with said provisions I have approved the sum of $ 158,885.92 as the total estimated cost of said project, and the sum of $ 95,340.00 as the share of the United States, payable under said acts on account of such project, which does not exceed the authorized Federal pro rata share of said total estimated cost.

Done at the city of Washington, this ______ day of MAY 22 1940 one thousand nine hundred and ______

Federal Works Administrator,

By W. J. O'Leary
Acting Commissioner of Public Roads.

U. S. GOVERNMENT PRINTING OFFICE 16—10120

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132-H-1

(Stencil #28)

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

POST OFFICE BUILDING
PORTLAND, OREGON

IN YOUR REPLY PLEASE
REFER TO FILE No. Oregon FAP 132-H (1)
South Unit, Oregon City Sec.
Pacific Highway East

April 29, 1940

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

We are forwarding herewith two copies of proposed project agreement for signature and return to this office.

Enclosed is an approved copy of the detail estimate, upon which the agreement was based, together with approved copy of specifications.

Very truly yours,

W. H. LYNCH
District Engineer

By L Caufield
L. J. Caufield
Sr. Highway Engineer

RECEIVED
JUL 19 1940
FOR FILING

132-H-1

March 19, 1940

Mr. W. H. Lynch
District Engineer
Public Roads Administration
Post Office Box 3900
Portland, Oregon

Dear Sir:

Herewith are enclosed seven copies of estimate as basis for project agreement for the South Unit, Oregon City Section, Project No. FA 132-H (1).

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/GS

Encl.

Oregon State Highway Department Federal Aid Project No. 152-E (1)

SOUTH UNIT, OREGON CITY SECTION OF THE
PACIFIC HIGHWAY EAST IN CLACKAMAS COUNTY

(Estimate as basis for project agreement. Based on low bid prices.)

Salem, Oregon, March 5, 1940

55' Roadway (Sta. 36+32 to 40+21) (Sta. 43+96.27 to 48+32)

All Required		Clearing and Grubbing		$ 271.00
95	cu. yds.	Trench Excavation	$ 1.00	95.00
4,600	cu. yds.	Excavation, Single Classif.	.48	2,208.00
0.17	miles	Finishing Roadbed and Slopes	250.00	42.50
450	sq. yds.	Removal of Old Pavement	.35	157.50
650	sq. yds.	Removal of Sidewalks	.20	130.00
850	lin. ft.	Removal of Curbs	.05	42.50
350	lin. ft.	8" Sewer Pipe	.40	140.00
190	lin. ft.	9" Metal Drain Pipe	1.00	190.00
8	lin. ft.	Holes Through Retaining Walls	7.50	60.00
2	only	Adjusting Manholes and Inlets	10.00	20.00
All Required		Reconstructing Manhole, Sta. 46+78		30.00
All Required		Reconstructing Manhole, Sta. 46+18		30.00
17	only	Concrete Catch Inlets	19.00	323.00
35	lin. ft.	Cable Guard Fence	1.25	43.75
60	lin. ft.	1" Electrical Conduit	.35	21.00
180	lin. ft.	1¼" Electrical Conduit	.35	63.00
26	cu. yds.	Concrete Curbs	20.00	520.00
620	sq. yds.	Concrete Sidewalks	1.50	930.00
144	sq. yds.	Concrete Driveway Aprons	1.60	230.40
130	cu. yds.	2½" - 0" Material in Base	1.60	208.00
800	cu. yds.	1½" - 0" Material in Base	1.60	1,280.00
180	cu. yds.	¾" - 0" Material in Base	1.60	288.00
50	cu. yds.	Filler	.50	25.00
50	yd. mi.	Hauling Filler	.20	10.00
75	M-gals.	Sprinkling	1.50	112.50
6,100	sq. yds.	Portland Cement Concrete Pavement	1.63	9,943.00
800	lin. ft.	3/4" Expansion Joints	.15	120.00
1,400	lin. ft.	½" x 7" Expansion Joints	.11	154.00
1,000	lin. ft.	½" x 4" Expansion Joints	.06	60.00
2,700	lin. ft.	Contraction Joints	.025	67.50
900	only	Dowels	.17	153.00
16,000	lbs.	Tie Bars and Reinforcement	.05	800.00
200	tons	Class "B" Asphaltic Concrete	5.50	1,100.00
30	tons	Cutback Wearing Surface	5.50	165.00
				$ 20,033.65

Partial Viaduct and Walls

1,020	cu. yds.	Structural Excavation	$ 1.50	$ 1,530.00
80	cu. yds.	Structural Excavation Below Plans	3.00	240.00
600	cu. yds.	Class "A" Concrete	19.75	11,850.00
All Required		Preparation of Existing Wall (70%)		665.00
110,500	lbs.	Metal Reinforcement	.05	5,525.00
550	lbs.	Copper and Bronze	.60	330.00
760	lin. ft.	Metal Handrail	5.25	3,990.00
				$ 24,130.00
		Subtotal		$ 44,163.65
		10% Engr. & Cont.		4,416.36
		Total		$ 48,580.01

Length 0.157 mile
Cost per mile $ 309,426.81

60' Roadway (Sta. 48+32 to 55+73.9)

All Required		Clearing and Grubbing		$ 329.00
55	cu. yds.	Trench Excavation	$ 1.00	55.00
1,200	cu. yds.	Excavation, Single Classif.	.48	576.00
0.14	mile	Finishing Roadbed and Slopes	250.00	35.00
750	sq. yds.	Removal of Old Pavement	.35	262.50
750	sq. yds.	Removal of Sidewalks	.20	150.00
900	lin. ft.	Removal of Curbs	.05	45.00
300	lin. ft.	8" Sewer Pipe	.40	120.00
10	lin. ft.	6" Metal Drain Pipe	1.00	10.00
2	lin. ft.	Holes Through Retaining Wall	7.50	15.00
8	only	Adjusting Manholes and Inlets	10.00	80.00
5	only	Concrete Catch Inlets	19.00	95.00
18	cu. yds.	Concrete Curbs	20.00	360.00
480	sq. yds.	Concrete Sidewalks	1.50	720.00
6	sq. yds.	Concrete Driveway Aprons	1.60	9.60
170	cu. yds.	2½" - 0" Material in Base	1.60	272.00
700	cu. yds.	1½" - 0" Material in Base	1.60	1,120.00
150	cu. yds.	½" - 0" Material in Cushion Course	1.60	240.00
50	cu. yds.	Filler	.50	25.00
50	yd. mi.	Hauling Filler	.20	10.00
75	M-gal.	Sprinkling	1.50	112.50
5,300	sq. yds.	Portland Cement Concrete Pavement	1.63	8,639.00
800	lin. ft.	3/4" Expansion Joints	.15	120.00
500	lin. ft.	½" x 5" Expansion Joints	.11	55.00
500	lin. ft.	½" x 4" Expansion Joints	.06	30.00

2,800	lin. ft.	Contraction Joints	$ .025	$ 70.00
900	only	Dowels	.17	153.00
6,000	lbs.	Tie Bars and Reinforcement	.05	300.00
320	tons	Class "B" Asphaltic Concrete	5.50	1,760.00
100	tons	Cutback Asphalt Wearing Surface	5.50	550.00
				$ 16,318.60

Retaining Walls

180	cu. yds.	Structural Excavation	$ 1.50	$ 270.00
20	cu. yds.	Structural Excavation Below Plans	3.00	60.00
150	cu. yds.	Class "A" Concrete	19.75	2,962.50
All Required		Preparation of Existing Walls (30%)		285.00
17,500	lbs.	Metal Reinforcement	.05	875.00
200	lbs.	Copper and Bronze	.60	120.00
380	lin. ft.	Metal Handrail	5.25	1,995.00
				$ 6,567.50
			Subtotal	$ 22,886.10
			10% Engr. & Cont.	2,288.61
			Total	$ 25,174.71
		Length	0.140 mile	
		Cost per mile	$ 179,819.35	

Bridge, Sta. 40+21 to 43+92.67 (Contract No. 2232)

860	cu. yds.	Structural Excavation	$ 8.00	$ 6,880.00
60	cu. yds.	Structural Excavation Below Plans	15.00	900.00
50	cu. yds.	Excavation for Stairway	8.00	400.00
75	cu. yds.	Seal Concrete in Viaduct	20.00	1,500.00
1,560	cu. yds.	Class "A" Concrete in Viaduct	22.00	34,320.00
308,000	lbs.	Metal Reinforcement	.045	13,860.00
840	lbs.	Copper and Bronze in Viaduct	.60	504.00
700	lin. ft.	Metal Handrail	5.50	3,850.00
110	lin. ft.	Pipe Handrail	3.00	330.00
			Subtotal	$ 62,544.00
			10% Engr. & Cont.	6,254.40
			Total	$ 68,798.40
		Length	.070 mile	

Undercrossing, Sta. 46+93.5 (Contract No. 2779)

44	cu. yds.	Excavation for Remodeling	$ 6.00	$ 264.00
4	cu. yds.	Excavation Below Plans for Remodeling	10.00	40.00
28	cu. yds.	Class "A" Concrete in Remodeling	40.00	1,120.00
3,200	lbs.	Metal Reinforcement for Remodeling	.12	384.00
96,000	lbs.	Structural Steel	.09	8,640.00
All Required		Remodel Existing Structure		4,400.00
			Subtotal	$ 14,848.00
			10% Engr. & Cont.	1,484.80
			Total	$ 16,332.80

Length 0.00 mile

SUMMARY OF FUNDS REQUESTED

Item	Total Cost	Federal Aid Funds	State Funds
55' Roadway	$ 48,580.01	$ 29,151.00	$ 19,429.01
60' Roadway	25,174.71	15,106.00	10,068.71
Bridge	68,798.40	41,283.00	27,515.40
Undercrossing	16,332.80	9,800.00	6,532.80
	$ 158,885.92	$ 95,340.00	$ 63,545.92

State Funds for Construction: Chap. 175, laws 1917; Chap. 31, laws 1920;
Chap. 529, laws 1939
State Funds for Maintenance: Chap. 529, laws 1939

Oregon State Highway Department Federal Aid Project No. 132-H (1)

SOUTH UNIT, OREGON CITY SECTION OF THE PACIFIC HIGHWAY EAST IN CLACKAMAS COUNTY

(Estimate as basis for project agreement. Based on low bid prices.)

Salem, Oregon, October 26, 1939

Bridge, Sta. 40+21 to 43+92.67 (Contract No 2232)

860	cu. yds.	Structural Excavation	$ 8.00	$ 6,880.00
60	cu. yds.	Structural Excavation Below Plans	15.00	900.00
50	cu. yds.	Excavation for Stairway	8.00	400.00
75	cu. yds.	Seal Concrete in Viaduct	20.00	1,500.00
1,560	cu. yds.	Class "A" Concrete in Viaduct	22.00	34,320.00
308,000	lbs.	Metal Reinforcement	.045	13,860.00
840	lbs.	Copper and Bronze in Viaduct	.60	504.00
700	lin. ft.	Metal Handrail	5.50	3,850.00
110	lin. ft.	Pipe Handrail	3.00	330.00
			Subtotal	$ 62,544.00
			10% Engr. & Cont.	6,254.40
			Total	$ 68,798.40
		Length	.070 mile	

Ⓐ

Undercrossing, Sta. 46+93.5 (Contract No. 2232)

44	cu. yds.	Excavation for Remodeling	$ 6.00	$ 264.00
4	cu. yds.	Excavation Below Plans for Remodeling	10.00	40.00
28	cu. yds.	Class "A" Concrete in Remodeling	40.00	1,120.00
3,200	lbs.	Metal Reinforcement for Remodeling	.12	384.00
96,000	lbs.	Structural Steel	.09	8,640.00
All Required		Remodel Existing Structure		4,400.00
			Subtotal	$ 14,848.00
			10% Engr. & Cont.	1,484.80
			Total	$ 16,332.80
		Length	0.00 mile	

SUMMARY OF FUNDS REQUESTED

Item	Total Cost	Federal Aid Funds	State Funds
Bridge	$ 68,798.40	$ 41,280.00	$ 27,518.40
Undercrossing	16,332.80	9,800.00	6,532.80
	$ 85,131.20	$ 51,080.00	$ 34,051.20

State Funds for Construction: Chap. 175, laws 1917; Chap. 31, laws 1920
State Funds for Maintenance: Chap. 41, laws 1927

NOV - 8 1938

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JAN 2[illegible] 1940
FOR FILING

132-A-1
#2268

January 26, 1940

KOLEFSEN-WEYGANDT COMPANY
9233 N. Calvert Avenue
Portland, Oregon

Gentlemen:

We are sending you today by express a fully executed copy of Contract No. 2268 which was awarded to you on January 12, 1940, by the State Highway Commission, covering the grading and paving of the South Unit, Oregon City Section of the Pacific Highway East, in Clackamas County.

This copy is for your records and files.

Very truly yours,

STATE HIGHWAY COMMISSION
By

Secretary

MBL

RECEIVED
JAN 17

132-14-1

January 16, 1940

EDLEFSEN-WEYGANDT COMPANY
9233 N. Calvert Avenue
Portland, Oregon

Gentlemen:

We are sending you today by express four copies of Contract No. 2268 which was awarded to you by the State Highway Commission on January 12, 1940, covering the grading and paving of the South Unit of Oregon City Section of the Pacific Highway East, in Clackamas County.

Kindly execute all four copies of this contract as to agreement and bond and return them to this office for approval by the State Highway Commission. When this has been done a fully executed copy will be returned to you for your records and files. We will also send an executed copy to the surety on your bond.

Your special attention is called to the paragraph under Section 5 (page 14) of the printed General Provisions, relating to the Workmen's Compensation Act. You are expected to accept the terms of this Act and to carry on your work under this contract in strict conformance thereto.

Your attention is also called to the mimeographed page immediately preceding the colored pages, relating to payment by the contractor of amounts due hospital associations, et cetera.

Very truly yours,

STATE HIGHWAY COMMISSION
By

Secretary

MBL

3-23-~~5~~ 4 aa

#2268

January 15, 1940

Mr. W. H. Lynch
District Engineer
Public Roads Administration
Post Office Box 3900
Portland, Oregon

Attention: Mr. T. M. Davis

Dear Sir:

Herewith three copies of resolution relative to encroachments and traffic, executed by the city authorities of Oregon City in June, 1937, covering the Pacific Highway East, from 5th Street and Main Street to 14th Street in Oregon City. These resolutions cover Federal Aid Project 132-H (1).

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

Oscar Cutler
Asst. Office Engineer

OC:MH

Encl.

6/2/37
Enc Res

RESOLUTION

WHEREAS, State Highway No. 1 of the State of Oregon, known as the Pacific Highway (East), is routed through the City of Oregon City, Clackamas County, Oregon, a municipal corporation, and the route officially adopted for said highway by the State Highway Commission traverses the following street or streets, or avenues, or roads, of said city; to wit:

> Fifth Street, Water Street and a relocation of the Pacific Highway (East) from the intersection of 5th Street and Main Street to 14th Street

And, WHEREAS, the State Highway Commission of the State of Oregon is desirous of receiving Federal Aid for the improvement of said highway,

And, WHEREAS, the State Highway Commission of the State of Oregon has caused a survey to be made, and plans prepared for the improvement of the State Highway traversing the street or streets, or avenues, or roads, as described herein,

And, WHEREAS, if said proposed street improvement is carried out, the work will be done pursuant to a grade or grades fixed and established by the Highway Commission,

And, WHEREAS, if said proposed street improvement is carried out, the proposed improvement will make necessary changes in the grades of 5th Street, 7th Street, 8th Street, 9th Street, 10th Street, 11th Street, Moss Street, 12th Street, 13th Street and 14th Street,

And, WHEREAS, the grade or grades and elevations to which the proposed improvement will be made are indicated upon the maps and plans prepared for the proposed improvement which are on file in the office of the Oregon State Highway Commission, at Salem, Oregon, copies of which have been submitted to the city for its record and for its approval, said grades being as follows, to wit:

7-7-37

Description of center line grades, City datum: 5th Street, beginning at elevation 95.16 in the center of 5th Street on the south line of Water Street; thence to elevation 95.09 at a point in the center of 5th Street where the east and west center line of Block 3 would intersect the center line of 5th Street. 7th Street, beginning at elevation 99.61 at a point in the center of 7th Street, 50 feet south of the south line of Water Street; thence to elevation 95.76 at a point in the center of 7th Street 4 feet south of the south line of Water Street; thence to elevation 96.48 at the intersection of the center line of 7th Street with the center line of the relocated Pacific Highway (East). 8th Street, beginning at elevation 97.40 at a point in the center line of 8th Street 42 feet south of the south line of Water Street; thence to elevation 98.13 in the center line of 8th Street at the intersection of the south line of Water Street; thence to elevation 98.82 at the intersection of the center line of 8th Street with the relocated center line of the Pacific Highway (East). 9th Street, beginning at elevation 109.5 at a point in the center line of 9th Street 100 feet north of the north line of Main Street; thence to elevation 109.81 at a point in the center line of 9th Street 75 feet south of the south line of Water Street; thence to elevation 106.96 at a point in the center line of 9th Street 4 feet north of the south line of Water Street; thence to elevation 107.32 at the intersection of the center line of 9th Street with the relocated center line of the Pacific Highway (East). 10th Street, beginning at elevation 113.02 at a point in the center line of 10th Street 29 feet south of the south line of Water Street; thence to elevation 112.06 at a point in the center line of 10th Street 4 feet north of the south line of Water Street; thence to elevation 112.56 at the intersection of the center line of 10th Street with the relocated center line of the Pacific Highway (East). Moss Street and 11th Street, beginning at elevation 110.81 at a point where the center line of Moss Street would be intersected by the south line of Water Street as established by the north line of Block 9; thence to elevation 110.46 at a point where the center line of 11th Street intersects the relocated center line of the Pacific Highway (East). 12th Street, beginning at elevation 95.0 in the center of 12th Street where the center line of 12th Street is intersected by the east and west center line of Blocks 10 and 11; thence to elevation 102.83 where the center line of 12th Street is intersected by the relocated center line of the Pacific Highway (East). 13th Street, beginning at elevation 92.0 in the center line of 13th Street where the center line of 13th Street is intersected by the north line of Main Street; thence to elevation 93.3 at a point in the center line of 13th Street 80 feet south of the intersection of the center line of 13th Street with the relocated center line of the Pacific Highway (East); thence to elevation 97.37 at a point in the center line of 13th Street 40 feet south of the intersection of the center line of 13th Street with the relocated center line of the Pacific Highway (East); thence to elevation 96.72 at the intersection of the center line of 13th Street with the relocated center line of the Pacific Highway (East). 14th Street, beginning at elevation 92.0 at the intersection of the center line

> of 14th Street with the north line of Main Street; thence to elevation 94.58 at a point in the center line of 14th Street 74 feet south of the intersection of the center line of 14th Street with the relocated center line of the Pacific Highway (East); thence to elevation 93.96 at a point in the center line of 14th Street 35 feet south of the intersection of the center line of 14th Street with the relocated center line of the Pacific Highway (East); thence to elevation 94.55 at the intersection of the center line of 14th Street with the relocated center line of the Pacific Highway (East); thence to elevation 93.96 at a point in the center line of 14th Street 190.0 feet north of the north line of Main Street.

And, WHEREAS, pursuant to Chapter 88, Oregon Laws 1931, it is required that as a condition precedent to the change of the grade of any such street by the Commission, such grade change shall be consented to by the city.

NOW THEREFORE, IT IS HEREBY RESOLVED by the ~~Common Council~~ City Commission of the City of Oregon City, Clackamas County, Oregon, that the grades established by the State Highway Commission for the proposed improvement of the street or streets, or avenues, or roads, as described herein and which are traversed by State Highway No. 1 of the State of Oregon, known as the Pacific Highway (East), the plans for which proposed improvement are on file in the office of the State Highway Commission at Salem, Oregon, and a copy or copies of which are on file in the records of the city, said grades being as follows, to wit:

> Description of center line grades, City datum: 5th Street, beginning at elevation 95.16 in the center of 5th Street on the south line of Water Street; thence to elevation 95.09 at a point in the center of 5th Street where the east and west center line of Block 3 would intersect the center line of 5th Street. 7th Street, beginning at elevation 99.61 at a point in the center of 7th Street, 50 feet south of the south line of Water Street; thence to elevation 95.76 at a point in the center of 7th Street 4 feet south of the south line of Water Street; thence to elevation 96.48 at the intersection of the center line of 7th Street with the center line of the relocated Pacific Highway (East). 8th Street, beginning at elevation 97.40 at a point in the center line of 8th Street 42 feet south of the south line of Water Street; thence to elevation 98.13 in the center line of 8th Street at the intersection of the south line of Water Street; thence to elevation 98.82 at the intersection of the center line of 8th Street with the relocated center line of the Pacific Highway (East). 9th Street,

beginning at elevation 109.5 at a point in the center line of 9th Street 100 feet north of the north line of Main Street; thence to elevation 109.81 at a point in the center line of 9th Street 75 feet south of the south line of Water Street; thence to elevation 106.96 at a point in the center line of 9th Street 4 feet north of the south line of Water Street; thence to elevation 107.32 at the intersection of the center line of 9th Street with the relocated center line of the Pacific Highway (East). 10th Street, beginning at elevation 113.02 at a point in the center line of 10th Street 29 feet south of the south line of Water Street; thence to elevation 112.06 at a point in the center line of 10th Street 4 feet north of the south line of Water Street; thence to elevation 112.56 at the intersection of the center line of 10th Street with the relocated center line of the Pacific Highway (East). Moss Street and 11th Street, beginning at elevation 110.81 at a point where the center line of Moss Street would be intersected by the south line of Water Street as established by the north line of Block 9; thence to elevation 110.46 at a point where the center line of 11th Street intersects the relocated center line of the Pacific Highway (East). 12th Street, beginning at elevation 95.0 in the center of 12th Street where the center line of 12th Street is intersected by the east and west center line of Blocks 10 and 11; thence to elevation 102.83 where the center line of 12th Street is intersected by the relocated center line of the Pacific Highway (East). 13th Street, beginning at elevation 92.0 in the center line of 13th Street where the center line of 13th Street is intersected by the north line of Main Street; thence to elevation 93.3 at a point in the center line of 13th Street 80 feet south of the intersection of the center line of 13th Street with the relocated center line of the Pacific Highway (East); thence to elevation 97.37 at a point in the center line of 13th Street 40 feet south of the intersection of the center line of 13th Street with the relocated center line of the Pacific Highway (East); thence to elevation 96.72 at the intersection of the center line of 13th Street with the relocated center line of the Pacific Highway (East). 14th Street, beginning at elevation 92.0 at the intersection of the center line of 14th Street with the north line of Main Street; thence to elevation 94.58 at a point in the center line of 14th Street 74 feet south of the intersection of the center line of 14th Street with the relocated center line of the Pacific Highway (East); thence to elevation 93.96 at a point in the center line of 14th Street 35 feet south of the intersection of the center line of 14th Street with the relocated center line of the Pacific Highway (East); thence to elevation 94.55 at the intersection of the center line of 14th Street with the relocated center line of the Pacific Highway (East); thence to elevation 93.96 at a point in the center line of 14th Street 190.0 feet north of the north line of Main Street

are hereby approved, and consent is hereby given to such changes, provided that the consent herein given and the acceptance thereof by the State Highway Commission is conditioned upon the assumption by the State of Oregon, by and through its State Highway Commission, of legal responsibility for all legal claims for damages to abutting property caused or occasioned by the said changes in grade under the terms and conditions of Chapter 462, Oregon Laws 1937.

BE IT FURTHER RESOLVED that by the passage of this resolution the City of Oregon City and the City Commission of Oregon City in their official capacities and as individuals assume no obligation or liability whatsoever for any claims for damages to abutting property by reason of the said changes in grade.

Passed by the City Commission of the City of Oregon City, Clackamas County, Oregon, this 7th day of July, 1937.

Attest:

J. L. Franzen
City Recorder

L. O. Harding
Mayor.

- - - - - - - - - - - - - -

I hereby certify the foregoing to be a true copy of the original resolution passed by the City Commission of the City of Oregon City, Clackamas County, Oregon, on the 7th day of July, 1937, at the regular meeting of said City Commission.

Dated this 7th day of July, 1937.

J. L. Franzen
City Recorder

RESOLUTION

WHEREAS, State Highway No. 1 of the State of Oregon, known as the Pacific Highway (East), is routed through the City of Oregon City, Clackamas County, Oregon, a municipal corporation, and the route officially adopted for said highway by the State Highway Commission traverses the following street or streets, or avenues, or roads, of said city; to wit:

> Fifth Street, Water Street and a relocation of the Pacific Highway (East) from the intersection of 5th Street and Main Street to 14th Street

And, WHEREAS, the State Highway Commission of the State of Oregon is desirous of receiving Federal Aid for the improvement of said highway,

And, WHEREAS, the State Highway Commission of the State of Oregon has caused a survey to be made, and plans prepared for the improvement of the State Highway traversing the street or streets, or avenues, or roads, as described herein,

And, WHEREAS, if said proposed street improvement is carried out, the work will be done pursuant to a grade or grades fixed and established by the Highway Commission,

And, WHEREAS, the grade or grades and elevations to which the proposed improvement will be made are indicated upon the maps and plans prepared for the proposed improvement which are on file in the office of the Oregon State Highway Commission, at Salem, Oregon, copies of which have been submitted to the city for its record and for its approval, said grades being as follows, to wit:

> Description of center line grade, City datum: Beginning at elevation 97.53 at the intersection of the south line of Main Street with the center line of 5th Street; thence to elevation 97.53 at a point in the center line of 5th Street 10 feet northerly from the south line of Main Street; thence to elevation 97.45 at the intersection of 5th Street and Main Street; thence to elevation 97.24 at a point in the center line of 5th Street 10 feet southerly from the north line of Main Street;

7 7 37

thence to elevation 97.11 at the intersection of the center line of 5th Street with the north line of Main Street; thence to elevation 95.07 at a point in 5th Street 32.4 feet easterly of the west line of 5th Street where the east and west center line of Block 3 if projected would intersect the relocated center line of the Pacific Highway (East); thence to elevation 94.17 at a point on the east line of 5th Street where the same is intersected by the relocated center line of the Pacific Highway (East); thence to elevation 94.22 at a point on the north line of Water Street as at present established, where the same is intersected by the relocated center line of the Pacific Highway (East); thence to elevation 94.89 at a point in Water Street where the relocated center line of the Pacific Highway (East) is intersected by the center line of 6th Street; thence to elevation 95.86 at a point in Water Street where the relocated center line of the Pacific Highway (East) is intersected by the center line of the alley in Block 5; thence to elevation 96.48 at a point in Water Street where the relocated center line of the Pacific Highway (East) is intersected by the center line of 7th Street; thence to elevation 98.04 at a point in Water Street where the relocated center line of the Pacific Highway (East) is intersected by the center line of the alley in Block 6; thence to elevation 98.82 at a point in Water Street where the relocated center line of the Pacific Highway (East) is intersected by the center line of 8th Street; thence to elevation 102.47 at a point in Water Street where the relocated center line of the Pacific Highway (East) is intersected by the center line of the alley in Block 7; thence to elevation 107.32 at a point in Water Street where the relocated center line of the Pacific Highway (East) is intersected by the center line of 9th Street; thence to elevation 110.93 at a point in Water Street where the relocated center line of the Pacific Highway (East) is intersected by the center line of the alley in Block 8; thence to elevation 112.56 at a point in Water Street where the relocated center line of the Pacific Highway (East) is intersected by the center line of 10th Street; thence to elevation 111.92 at a point in Water Street where the relocated center line of the Pacific Highway (East) is intersected by the center line of the alley in Block 9; thence to elevation 110.46 at a point in Water Street where the relocated center line of the Pacific Highway (East) is intersected by the center line of 11th Street; thence to elevation 106.68 at a point in Water Street where the relocated center line of the Pacific Highway (East) is intersected by the center line of the alley in Block 10; thence to elevation 102.83 at a point where the relocated center line of the Pacific Highway (East) is intersected by the center line of 12th Street; thence to elevation 99.37 at a point where the relocated center line of the Pacific Highway (East) is intersected by the center line of the alley in Block 11; thence to elevation 96.72 at a point where the relocated center line of the Pacific Highway (East) is intersected by the center line of 13th Street; thence to elevation 94.55 at a point where the relocated center line of the Pacific Highway (East) is intersected by the center line of 14th Street.

And, WHEREAS, pursuant to Chapter 88, Oregon Laws 1931, it is required that as a condition precedent to the change of the grade of any such street by the Commission, such grade change shall be consented to by the city.

NOW THEREFORE, IT IS HEREBY RESOLVED by the ~~Common Council~~ City Commission of the City of Oregon City, Clackamas County, Oregon, that the grades established by the State Highway Commission for the proposed improvement of the street or streets, or avenues, or roads, as described herein and which are traversed by State Highway No. 1 of the State of Oregon, known as the Pacific Highway (East), the plans for which proposed improvement are on file in the office of the State Highway Commission at Salem, Oregon, and a copy or copies of which are on file in the records of the city, said grades being as follows, to wit:

> Description of center line grade, City datum: Beginning at elevation 97.53 at the intersection of the south line of Main Street with the center line of 5th Street; thence to elevation 97.53 at a point in the center line of 5th Street 10 feet northerly from the south line of Main Street; thence to elevation 97.45 at the intersection of 5th Street and Main Street; thence to elevation 97.24 at a point in the center line of 5th Street 10 feet southerly from the north line of Main Street; thence to elevation 97.11 at the intersection of the center line of 5th Street with the north line of Main Street; thence to elevation 95.07 at a point in 5th Street 32.4 feet easterly of the west line of 5th Street where the east and west center line of Block 3 if projected would intersect the relocated center line of the Pacific Highway (East); thence to elevation 94.17 at a point on the east line of 5th Street where the same is intersected by the relocated center line of the Pacific Highway (East); thence to elevation 94.22 at a point on the north line of Water Street as at present established where the same is intersected by the relocated center line of the Pacific Highway (East); thence to elevation 94.89 at a point in Water Street where the relocated center line of the Pacific Highway (East) is intersected by the center line of 6th Street; thence to elevation 95.86 at a point in Water Street where the relocated center line of the Pacific Highway (East) is intersected by the center line of the alley in Block 5; thence to elevation 96.48 at a point in Water Street where the relocated center line of the Pacific Highway (East) is intersected by the center line of 7th Street; thence to elevation 98.04 at a point in Water Street where the relocated center line of the Pacific Highway (East) is intersected by the center line of the alley in Block 6; thence to elevation 98.82 at a point in Water Street where the relocated center line of the Pacific Highway (East) is intersected by the cen-

> ter line of 8th Street; thence to elevation 102.47 at a point in Water Street where the relocated center line of the Pacific Highway (East) is intersected by the center line of the alley in Block 7; thence to elevation 107.32 at a point in Water Street where the relocated center line of the Pacific Highway (East) is intersected by the center line of 9th Street; thence to elevation 110.93 at a point in Water Street where the relocated center line of the Pacific Highway (East) is intersected by the center line of the alley in Block 8; thence to elevation 112.56 at a point in Water Street where the relocated center line of the Pacific Highway (East) is intersected by the center line of 10th Street; thence to elevation 111.92 at a point in Water Street where the relocated center line of the Pacific Highway (East) is intersected by the center line of the alley in Block 9; thence to elevation 110.46 at a point in Water Street where the relocated center line of the Pacific Highway (East) is intersected by the center line of 11th Street; thence to elevation 106.68 at a point in Water Street where the relocated center line of the Pacific Highway (East) is intersected by the center line of the alley in Block 10; thence to elevation 102.83 at a point where the relocated center line of the Pacific Highway (East) is intersected by the center line of 12th Street; thence to elevation 99.37 at a point where the relocated center line of the Pacific Highway (East) is intersected by the center line of the alley in Block 11; thence to elevation 96.72 at a point where the relocated center line of the Pacific Highway ((East) is intersected by the center line of 13th Street; thence to elevation 94.55 at a point where the relocated center line of the Pacific Highway (East) is intersected by the center line of 14th Street.

are hereby approved, and consent is hereby given to such change, provided that the consent herein given and the acceptance thereof by the State Highway Commission is conditioned upon the assumption by the State of Oregon, by and through its State Highway Commission, of legal responsibility for all legal claims for damages to abutting property caused or occasioned by the said changes in grade under the terms and conditions of Chapter 462, Oregon Laws 1937.

BE IT FURTHER RESOLVED that by the passage of this resolution the City of Oregon City and the City Commission of Oregon City in their official capacities and as individuals assume no obligation or liability whatsoever for any claims for damages to abutting property by reason of the said changes in grade.

Passed by the City Commission of the City Oregon City, Clackamas County, Oregon, this 7th day of July, 1937,

Attest:

J. L. Franzen
City Recorder

L. A. Harding
Mayor.

- - - - - - - - - - - - -

I hereby certify the foregoing to be a true copy of the original resolution passed by the City Commission of the City of Oregon City, Clackamas County, Oregon, on the 7th day of July, 1937, at the regular meeting of said City Commission.

Dated this 7th day of July, 1937.

J. L. Franzen
City Recorder.

523-13
(1937)

RESOLUTION

WHEREAS, State Highway No. 1 of the State of Oregon, known as the Pacific Highway (East) ~~Highway~~, is routed through the City of Oregon City, Clackamas County, Oregon, a municipal corporation, and the route officially adopted for said highway by the State Highway Commission traverses the following street or streets, or avenues, of said city; to wit:

Fifth Street, Water Street and a relocation of the Pacific Highway (East) from the intersection of 5th Street and Main Street to 14th Street

And, WHEREAS, the State Highway Commission of the State of Oregon is desirous of receiving Federal Aid for the improvement of said highway,

And, WHEREAS, The Bureau of Public Roads of the Department of Agriculture of the United States will not participate in the construction of said highway until and unless the said City of Oregon City will guarantee by resolution officially adopted by the City ~~Council~~ Commission of said City, that no encroachments will be permitted upon the right-of-way of said highway within the corporate limits of said City, which will permanently obstruct or interfere with the free and convenient flow of traffic over said highway through said City; and will so regulate parking of vehicles on said streets or avenues traversed by said highway that the free, convenient and safe flow of traffic shall not be impeded; and agree not to impose unreasonable limitations of speed upon said highway, nor impose any regulations of traffic which will operate to discriminate against traffic upon said highway by giving undue preference to traffic upon other intersecting streets or avenues.

NOW THEREFORE, IT IS HEREBY RESOLVED by the ~~Common Council~~ City Commission of the City of Oregon City, Clackamas County, Oregon, that no encroachments will be permitted on the streets and avenues traversed by State Highway No. 1 of the State of Oregon, known as the Pacific Highway (East) ~~Highway~~, which will permanently or unduly interfere with the free and convenient flow of traffic along said highway; and will so regulate the parking of vehicles along said streets and avenues as not to impede the free, convenient and safe flow of traffic; and will not impose any unreasonable limitations of speed upon said highway, nor impose any regulation of traffic upon said highway which shall unduly discriminate against traffic upon said highway by giving undue preference to traffic upon other intersecting streets or avenues.

It being understood that nothing in this resolution of agreement by the City ~~Council~~ Commission shall be construed so as to prevent or impair proper police regulations and the enforcement of all existing ordinances and regulations respecting the use of streets in said City, nor to prevent such temporary obstructions to traffic as may be necessitated by the construction of water or gas mains, sewers and other public improvements, or to preclude the proper use of said highway for the placement of telephone or electric light poles or other public service facilities.

Passed by the ~~Common Council~~ City Commission of the City of Oregon City, Clackamas County, Oregon, this 2nd day of June 1937.

Attest:

L. O. Harding
Mayor

City Recorder

- - - - - - - - - - - - - - - -

I hereby certify the foregoing to be a true copy of the original resolution passed by the ~~Common Council~~ City Commission of the City of Oregon City, Clackamas County, Oregon, on the 2nd day of June 1937, at the regular ~~or special~~ meeting of said ~~Common Council~~ City Commission.

Dated this 2nd day of June, 1937.

City Recorder

RECEIVED
JAN 15 1940
FOR FILING

2-H-1

January 13, 1940

Edlefsen-Weygandt Co.
Box 5626
Portland, Oregon

Gentlemen:

The State Highway Commission on January 12, 1940, awarded you the contract for 0.31 mile grading and paving on the South Unit, Oregon City Section of the Pacific Highway East, in Clackamas County. This award was based on your low bid of $36,781.25 submitted on that date.

Contract forms will be sent to you for execution within the next few days.

Very truly yours,

AM Secretary

cc - Mr. S. H. Probert
Mr. C. S. Paxson

December 23, 1939

Mr. W. H. Lynch
District Engineer
Public Roads Administration
P. O. Box 3900
Portland, Oregon

Dear Sir:

We are submitting seven copies of estimate, three copies of right of way statement and five sets of blueprint plans for the South Unit, Oregon City Section, Project No. 132-H (1). Likewise are being submitted five copies of bid proposals for the partial viaduct and retaining wall.

The grading and paving bid proposals were submitted a few days ago.

The description given in the 1939 Program for this project is for paving and bridge construction. Accordingly, since additional work is involved, it is our request that the description be revised to include the grading, partial viaduct and retaining walls.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

J. W. Nash
Asst. Office Engineer

JWN:ER

Encl.

Oregon State Highway Department Federal Aid Project No. 132-H (1)

SOUTH UNIT, OREGON CITY SECTION OF THE

PACIFIC HIGHWAY EAST IN CLACKAMAS COUNTY

(Estimate to accompany plans and specifications. Not as basis for project agreement.)

Salem, Oregon, December 2[illegible], 1939

55' Roadway (Sta. [illegible]+32 to 40+21) (Sta. [illegible]+96.27 to 4[illegible]+32)

All Required		Clearing and Grubbing	$ - -	$ 160.00
95	cu. yds.	Trench Excavation	1.00	95.00
4,600	cu. yds.	Excavation, Single Classif.	.35	1,610.00
0.17	mile	Finishing Roadbed and Slopes	500.00	85.00
450	sq. yds.	Removal of Old Pavement	.40	180.00
650	sq. yds.	Removal of Sidewalks	.20	130.00
850	lin. ft.	Removal of Curbs	.10	85.00
350	lin. ft.	8" Sewer Pipe	.50	175.00
190	lin. ft.	9" Metal Drain Pipe	1.00	190.00
8	lin. ft.	Holes Through Retaining Walls	.50	4.00
2	only	Adjusting Manholes and Inlets	5.00	10.00
All Required		Reconstructing Manhole, Sta. 46+78	- -	25.00
All Required		Reconstructing Manhole, Sta. 46+18	- -	25.00
17	only	Concrete Catch Inlets	25.00	425.00
35	lin. ft.	Cable Guard Fence	1.50	52.50
60	lin. ft.	1" Electrical Conduit	.25	15.00
180	lin. ft.	1½" Electrical Conduit	.30	54.00
26	cu. yds.	Concrete Curbs	20.00	520.00
620	sq. yds.	Concrete Sidewalks	1.50	930.00
144	sq. yds.	Concrete Driveway Aprons	2.00	288.00
130	cu. yds.	2½" - 0" Material in Base	1.50	195.00
800	cu. yds.	1½" - 0" Material in Base	1.50	1,200.00
180	cu. yds.	½" - 0" Material in Base	1.50	270.00
50	cu. yds.	Filler	.40	20.00
50	yd. mi.	Hauling Filler	.15	7.50
75	M.gal.	Sprinkling	1.50	112.50
6,100	sq. yds.	Portland Cement Concrete Pavement	1.70	10,370.00
800	lin. ft.	3/4" Expansion Joints	.15	120.00
1,400	lin. ft.	½" x 7" Expansion Joints	.10	140.00
1,000	lin. ft.	½" x 4" Expansion Joints	.08	80.00
2,700	lin. ft.	Contraction Joints	.03	81.00
900	only	Dowels	.15	135.00

16,000	lbs.	Tie Bars and Reinforcement	$ .06	$ 960.00
200	tons	Class "B" Asphaltic Concrete	6.00	1,200.00
30	tons	Cutback Wearing Surface	6.00	180.00
				$ 20,129.50

Partial Viaduct and Walls

1,020	cu. yds.	Structural Excavation	$ 2.00	$ 2,040.00
80	cu. yds.	Structural Excavation Below Plans	5.00	400.00
600	cu. yds.	Class "A" Concrete	22.00	13,200.00
All Required		Preparation of Existing Wall (70%)	- -	1,050.00
110,500	lbs.	Metal Reinforcement	.05	5,525.00
550	lbs.	Copper and Bronze	.80	440.00
760	lin. ft.	Metal Handrail	5.00	3,800.00
				$ 26,455.00
		Subtotal		$ 46,584.50
		10% Engr. & Cont.		4,658.45
		Total		$ 51,242.95

Length 0.157 mile

Cost per mile $ 326,388.21

60' Roadway (Sta. 48+32 to 55+73.9)

All Required		Clearing and Grubbing	$ - -	$ 140.00
55	cu. yds.	Trench Excavation	1.00	55.00
1,200	cu. yds.	Excavation, Single Classif.	.35	420.00
0.14	mile	Finishing Roadbed and Slopes	500.00	70.00
750	sq. yds.	Removal of Old Pavement	.40	300.00
750	sq. yds.	Removal of Sidewalks	.20	150.00
900	lin. ft.	Removal of Curbs	.10	90.00
300	lin. ft.	8" Sewer Pipe	.50	150.00
10	lin. ft.	9" Metal Drain Pipe	1.00	10.00
2	lin. ft.	Holes Through Retaining Wall	.50	1.00
8	only	Adjusting Manholes and Inlets	5.00	40.00
5	only	Concrete Catch Inlets	25.00	125.00
18	cu. yds.	Concrete Curbs	20.00	360.00
480	sq. yds.	Concrete Sidewalks	1.50	720.00
6	sq. yds.	Concrete Driveway Aprons	2.00	12.00
170	cu. yds.	2½" - 0" Material in Base	1.50	255.00
700	cu. yds.	1½" - 0" Material in Base	1.50	1,050.00
150	cu. yds.	¾" - 0" Material in Cushion Course	1.50	225.00

50	cu. yds.	Filler	$ .40	$ 20.00
50	yd. mi.	Hauling Filler	.15	7.50
75	M-gal.	Sprinkling	1.50	112.50
5,300	sq. yds.	Portland Cement Concrete Pavement	1.70	9,010.00
800	lin. ft.	3/4" Expansion Joints	.15	120.00
500	lin. ft.	½" x 7" Expansion Joints	.10	50.00
500	lin. ft.	½" x 4" Expansion Joints	.08	40.00
2,800	lin. ft.	Contraction Joints	.03	84.00
900	only	Dowels	.15	135.00
6,000	lbs.	Tie Bars and Reinforcement	.06	360.00
320	tons	Class "B" Asphaltic Concrete	6.00	1,920.00
100	tons	Cutback Asphalt Wearing Surface	6.00	600.00
				$ 16,632.00

Retaining Walls

180	cu. yds.	Structural Excavation	$ 2.00	$ 360.00
20	cu. yds.	Structural Excavation Below Plans	5.00	100.00
150	cu. yds.	Class "A" Concrete	22.00	3,300.00
All Required		Preparation of Existing Walls (30%)	- -	450.00
17,500	lbs.	Metal Reinforcement	.05	875.00
200	lbs.	Copper and Bronze	.80	160.00
380	lin. ft.	Metal Handrail	5.00	1,900.00
				$ 7,145.00

Subtotal	$ 23,777.00
10% Engr. & Cont.	2,377.70
Total	$ 26,154.70

Length	0.140 mile
Cost per mile	$ 186,819.28

Bridge, Sta. 40+21 to 43+92.67 (Contract No. 2232)

860	cu. yds.	Structural Excavation	$ 8.00	$ 6,880.00
60	cu. yds.	Structural Excavation Below Plans	15.00	900.00
50	cu. yds.	Excavation for Stairway	8.00	400.00
75	cu. yds.	Seal Concrete in Viaduct	20.00	1,500.00
1,560	cu. yds.	Class "A" Concrete in Viaduct	22.00	34,320.00
308,000	lbs.	Metal Reinforcement	.045	13,860.00
840	lbs.	Copper and Bronze in Viaduct	.60	504.00

700	lin. ft.	Metal Handrail	$ 5.50	$ 3,850.00
110	lin. ft.	Pipe Handrail	3.00	330.00
		Subtotal		$ 62,544.00
		10% Engr. & Cont.		6,254.40
		Total		$ 68,798.40

Length .070 mile

Undercrossing, Sta. 46+93.5 (Contract No. 22[illegible]2)

44	cu. yds.	Excavation for Remodeling	$ 6.00	$ 264.00
4	cu. yds.	Excavation Below Plans for Remodeling	10.00	40.00
28	cu. yds.	Class "A" Concrete in Remodeling	40.00	1,120.00
3,200	lbs.	Metal Reinforcement for Remodeling	.12	384.00
96,000	lbs.	Structural Steel	.09	8,640.00
All Required		Remodel Existing Structure	- -	4,400.00
		Subtotal		$ 14,848.00
		10% Engr. & Cont.		1,484.80
		Total		$ 16,332.80

Length 0.00 mile

SUMMARY OF FUNDS REQUESTED

Item	Total Cost	Federal Aid Funds	State Funds
55' Roadway	$ 51,242.95	$ 30,747.00	$ 20,495.95
60' Roadway	26,154.70	15,693.00	10,461.70
Bridge	68,798.40	41,280.00	27,518.40
Undercrossing	16,332.80	9,800.00	6,532.80
	$ 162,528.85	$ 97,520.00	$ 65,008.85

RECEIVED
DEC 14 1939
FOR FILING

FA 132-H-1

November 7, 1939

Mr. W. H. Lynch
District Engineer
Public Roads Administration
P. O. Box 3900
Portland, Oregon

Dear Sir:

Herewith are enclosed seven copies of estimate as basis for project agreement for the South Unit, Oregon City Section, Project No. FA 132-H (1).

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/GS

Encl.

Oregon State Highway Department Federal Aid Project No. 132-H (1)

SOUTH UNIT, OREGON CITY SECTION OF THE
PACIFIC HIGHWAY EAST IN CLACKAMAS COUNTY

(Estimate as basis for project agreement. Based on low bid prices.)

Salem, Oregon, October 26, 1939

Bridge, Sta. 40+21 to 43+92.67

860	cu. yds.	Structural Excavation	$ 8.00	$ 6,880.00
60	cu. yds.	Structural Excavation Below Plans	15.00	900.00
50	cu. yds.	Excavation for Stairway	8.00	400.00
75	cu. yds.	Seal Concrete in Viaduct	20.00	1,500.00
1,560	cu. yds.	Class "A" Concrete in Viaduct	22.00	34,320.00
308,000	lbs.	Metal Reinforcement	.045	13,860.00
840	lbs.	Copper and Bronze in Viaduct	.60	504.00
700	lin. ft.	Metal Handrail	5.50	3,850.00
110	lin. ft.	Pipe Handrail	3.00	330.00
			Subtotal	$ 62,544.00
			10% Engr. & Cont.	6,254.40
			Total	$ 68,798.40

Length .070 mile

Undercrossing, Sta. 46+93.5

44	cu. yds.	Excavation for Remodeling	$ 6.00	$ 264.00
4	cu. yds.	Excavation Below Plans for Remodeling	10.00	40.00
28	cu. yds.	Class "A" Concrete in Remodeling	40.00	1,120.00
3,200	lbs.	Metal Reinforcement for Remodeling	.12	384.00
96,000	lbs.	Structural Steel	.09	8,640.00
All Required		Remodel Existing Structure		4,400.00
			Subtotal	$ 14,848.00
			10% Engr. & Cont.	1,484.80
			Total	$ 16,332.80

Length 0.00 mile

SUMMARY OF FUNDS REQUESTED

Item	Total Cost	Federal Aid Funds	State Funds
Bridge	$ 68,798.40	$ 41,280.00	$ 27,518.40
Undercrossing	16,332.80	9,800.00	6,532.80
	$ 85,131.20	$ 51,080.00	$ 34,051.20

State Funds for Construction: Chap. 175, laws 1917; Chap. 31, laws 1920
State Funds for Maintenance: Chap. 41, laws 1927

RECEIVED
JAN 4 1940
FOR FILING

FA 132-H-1

Salem, Oregon
October 3, 1939

Mr. W. H. Lynch
District Engineer
Public Roads Administration
P. O. Box 3900
Portland, Oregon

Dear Sir:

All required rights of way having been acquired, we are ready to award the contract for the concrete viaduct and other structural work on the South Unit, Oregon City Project, FA 132-H (1).

With your concurrence, this contract will be awarded to McNutt Brothers of Eugene, on October 4th. Please advise.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

SHP:GS

September 27, 1939

Mr. W. H. Lynch
District Engineer
Public Roads Administration
P. O. Box 3900
Portland, Oregon

Dear Sir:

Please be advised that all necessary right of way has been acquired on the South Unit, Oregon City Section Structures, Project No. FA 132-E (1).

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/ME

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT ONE

MONTANA
OREGON
WASHINGTON

POST OFFICE BUILDING
PORTLAND, OREGON

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION

RECEIVED
SEP 13 193[illegible]
STATE H[illegible]

September 13, 1939

Mr. R. H. Baldock,
State Highway Engineer,
Salem, Oregon.

Dear Sir:

P. S. and E. documents for Oregon Federal Aid Project No. 132-H (1), the South Unit of the Oregon City Section of the Pacific Highway East, have today been recommended for approval. This is your authority to advertise for bids, subject to final review and approval of the plans and specifications by the Commissioner of Public Roads.

Concurrence in award will be withheld until all of the right-of-way is secured.

Very truly yours,

W H Lynch

W. H. LYNCH,
District Engineer.

Salem, Oregon
September 12, 1939

Mr. W. H. Lynch
District Engineer
Public Roads Administration
P. O. Box 3900
Portland, Oregon

Dear Sir:

Herewith are enclosed seven copies of estimate to accompany plans and specifications and five copies of right of way statement for the South Unit, Oregon City Section, Project No. FA 132-H (1).

Five bid proposals and five sets of blueprint plans are being sent under separate cover.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/GS

Encl.

Oregon State Highway Department Federal Aid Project No. 132-H (1)

SOUTH [illegible], OREGON CITY SECTION OF THE
PACIFIC HIGHWAY EAST IN CLACKAMAS COUNTY

(Estimate to accompany plans and specifications. Not as basis for project agreement.)

Salem, Oregon, September 12, 1939

Bridge, Sta. 40+21 to 43+92.67

860	cu. yds.	Structural Excavation	$ 8.00	$ 6,880.00
60	cu. yds.	Structural Excavation Below Plans	12.00	720.00
50	cu. yds.	Excavation for Stairway	2.00	100.00
75	cu. yds.	Seal Concrete in Viaduct	20.00	1,500.00
1,560	cu. yds.	Class "A" Concrete in Viaduct	22.00	34,320.00
30,800	lbs.	Metal Reinforcement	.055	1,694.00
840	lbs.	Copper and Bronze in Viaduct	.40	336.00
700	lin. ft.	Metal Handrail	5.00	3,500.00
110	lin. ft.	Pipe Handrail	3.00	330.00
			Subtotal	$ 49,380.00
			10% Engr. & Cont.	4,938.00
			Total	$ 54,318.00

Length .070 mile

Undercrossing, Sta. 46+93.5

44	cu. yds.	Excavation for Remodeling	$ 4.00	$ 176.00
4	cu. yds.	Excavation Below Plans for Remodeling	10.00	40.00
28	cu. yds.	Class "A" Concrete in Remodeling	30.00	840.00
3,200	lbs.	Metal Reinforcement for Remodeling	.10	320.00
96,000	lbs.	Structural Steel	.08	7,680.00
All Required		Remodel Existing Structure		2,500.00
			Subtotal	$ 11,556.00
			10% Engr. & Cont.	1,155.60
			Total	$ 12,711.60

Length 0.00 mile

SUMMARY OF FUNDS REQUESTED

Item	Total Cost	Federal Aid Funds	State Funds
Bridge	$ 54,318.00	$ 32,593.00	$ 21,725.00
Undercrossing	12,711.60	7,627.00	5,084.60
	$ 67,029.60	$ 40,220.00	$ 26,809.60

Oregon State Highway Department   Federal Aid Project No. 132-H (1)

SOUTH UNIT, OREGON CITY SECTION OF THE
PACIFIC HIGHWAY EAST IN CLACKAMAS COUNTY

(Estimate to accompany plans and specifications. Not as basis for project agreement.)

Salem, Oregon, September 13, 1939

Bridge, Sta. 40+21 to 43+92.67

860	cu. yds.	Structural Excavation	$ 8.00	$ 6,880.00
60	cu. yds.	Structural Excavation Below Plans	12.00	720.00
50	cu. yds.	Excavation for Stairway	2.00	100.00
75	cu. yds.	Seal Concrete in Viaduct	20.00	1,500.00
1,560	cu. yds.	Class "A" Concrete in Viaduct	22.00	34,320.00
308,000	lbs.	Metal Reinforcement	.055	16,940.00
840	lbs.	Copper and Bronze in Viaduct	.40	336.00
700	lin. ft.	Metal Handrail	5.00	3,500.00
110	lin. ft.	Pipe Handrail	3.00	330.00
			Subtotal	$ 64,626.00
			10% Engr. & Cont.	6,462.60
			Total	$ 71,088.60
		Length	.070 mile	

Undercrossing, Sta. 46+92.5

44	cu. yds.	Excavation for Remodeling	$ 4.00	$ 176.00
4	cu. yds.	Excavation Below Plans for Remodeling	10.00	40.00
28	cu. yds.	Class "A" Concrete in Remodeling	30.00	840.00
3,200	lbs.	Metal Reinforcement for Remodeling	.10	320.00
96,000	lbs.	Structural Steel	.08	7,680.00
All Required		Remodel Existing Structure		2,500.00
			Subtotal	$ 11,556.00
			10% Engr. & Cont.	1,155.60
			Total	$ 12,711.60
		Length	0.00 mile	

SUMMARY OF FUNDS REQUESTED

Item	**Total Cost**	**Federal Aid Funds**	**State Funds**
Bridge	$ 71,088.60	$ 42,653.00	$ 28,435.60
Undercrossing	12,711.60	7,627.00	5,084.60
	$ 83,800.20	$ 50,280.00	$ 33,520.20

[illegible]

[illegible]
[illegible]

[illegible]

[illegible]

SOUTH UNIT, OREGON CITY SECTION

PROJECT NO. FA 132-H (1)

While negotiations for right of way are in progress, there are some two parcels which have not been acquired, nor has the right to occupy and use the parcels been secured, but it is now believed that the right of way can be made fully available within 14 days.

R. L. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

September 12, 1939

5-23-3D

2268

RESOLUTION

5-18-39

WHEREAS, State Highway No. 1 of the State of Oregon, known as the Pacific Highway (East), is routed through the City of Oregon City, Clackamas County, Oregon, a municipal corporation, and the route officially adopted for said highway by the State Highway Commission traverses the following street or streets, or avenues, or roads, of said city; to wit:

> Fifth Street, Water Street, and a relocation of the Pacific Highway East, from the intersection of Fifth Street and Main Street to Ninth Street

And, WHEREAS, the State Highway Commission of the State of Oregon is desirous of receiving Federal Aid for the improvement of said highway,

And, WHEREAS, the State Highway Commission of the State of Oregon has caused a survey to be made, and plans prepared for the improvement of the State Highway traversing the street or streets, or avenues, or roads, as described herein,

And, WHEREAS, if said proposed street improvement is carried out, the work will be done pursuant to a grade or grades fixed and established by the Highway Commission,

And, WHEREAS, if said proposed street improvement is carried out, the proposed improvement will make necessary changes in the grades of Fifth Street, Sixth Street, Seventh Street, and Eighth Street,

And, WHEREAS, the grade or grades and elevations to which the proposed improvement will be made are indicated upon the maps and plans prepared for the proposed improvement which are on file in the office of the Oregon State Highway Commission, at Salem, Oregon, copies of which have been submitted to the city for its record and for its approval, said grades being as follows, to wit:

Description of Center Line Grade, City Datum:

Fifth Street:

Beginning at grade elevation 94.78 at the center line of Fifth

5-18-39

Street where the same is intersected by the south line of Water Street; thence to grade elevation 95.43 at a point in the center of Fifth Street where the east and west center line of Block 3 would intersect the center line of Fifth Street.

Sixth Street:

Beginning at grade elevation 95.14 at the intersection of the center line of Sixth Street with the center line of the relocated Pacific Highway; thence to elevation 94.64 at a point on the center line of Sixth Street 30 feet from and at right angles to the center line of the relocated Pacific Highway; thence to elevation 94.29 at a point in the center line of Sixth Street where the same is intersected by the south line of Water Street.

Seventh Street:

Beginning at grade elevation 96.38 at the intersection of the center line of Seventh Street with the center line of the relocated Pacific Highway; thence to grade elevation 96.04 at the intersection of the center line of Seventh Street with the south line of Water Street; thence to elevation 99.61 at a point in the center line of Seventh Street 50 feet south of the south line of Water Street.

Eighth Street:

Beginning at grade elevation 98.30 at the intersection of the center line of Eighth Street with the center line of the relocated Pacific Highway; thence to grade elevation 97.65 at the intersection of the center line of Eighth Street with the south line of Water Street; thence to elevation 98.07 at a point in the center line of Eighth Street 53 feet south of the south line of Water Street.

And, WHEREAS, pursuant to Chapter 88, Oregon Laws 1931, it is required that as a condition precedent to the change of the grade of any such street by the Commission, such grade change shall be consented to by the city.

NOW THEREFORE, IT IS HEREBY RESOLVED by the City Commission of the City of Oregon City, Clackamas County, Oregon, that the grades established by the State Highway Commission for the proposed improvement of the street or streets, or avenues, or roads, as described herein and which are traversed by State Highway No. 1 of the State of Oregon, known as the Pacific Highway (East), the plans for which proposed improvement are on file in the office of the State Highway Commission at Salem, Oregon, and a copy or copies of which are on file in the records of the city, said grades being as follows, to wit:

Description of Center Line Grade, City Datum:

Fifth Street:

Beginning at grade elevation 94.78 at the center line of Fifth Street where the same is intersected by the south line of Water Street; thence to grade elevation 95.43 at a point in the center of Fifth Street where the east and west center line of Block 3 would intersect the center line of Fifth Street.

Sixth Street:

Beginning at grade elevation 95.14 at the intersection of the center line of Sixth Street with the center line of the relocated Pacific Highway; thence to elevation 94.64 at a point on the center line of Sixth Street 30 feet from and at right angles to the center line of the relocated Pacific Highway; thence to elevation 94.29 at a point in the center line of Sixth Street where the same is intersected by the south line of Water Street.

Seventh Street:

Beginning at grade elevation 96.38 at the intersection of the center line of Seventh Street with the center line of the relocated Pacific Highway; thence to grade elevation 96.04 at the intersection of the center line of Seventh Street with the south line of Water Street; thence to elevation 99.61 at a point in the center line of Seventh Street 50 feet south of the south line of Water Street.

Eighth Street:

Beginning at grade elevation 98.30 at the intersection of the center line of Eighth Street with the center line of the relocated Pacific Highway; thence to grade elevation 97.65 at the intersection of the center line of Eighth Street with the south line of Water Street; thence to elevation 98.07 at a point in the center line of Eighth Street 53 feet south of the south line of Water Street.

are hereby approved, and consent is hereby given to such change, provided that the consent herein given and the acceptance thereof by the State Highway Commission is conditioned upon the assumption by the State of Oregon, by and through its State Highway Commission, of legal responsibility for all legal claims for damages to abutting property caused or occasioned by the said changes in grade under the terms and conditions of Chapter 462, Oregon Laws 1937.

BE IT FURTHER RESOLVED that by the passage of this resolution, the City of Oregon City and the City Commission of Oregon City in their official capacities and as individuals assume no obligation or liability whatsoever for any claims for damages to abutting property by reason of the said changes in grade.

Passed by the City Commission of the City of Oregon City, Clackamas County, Oregon, this 18th day of May, 1939.

C.O. Hardin
Mayor

G.F. Everhart
Commissioner

W.G.H. Krueger
Commissioner

Attest:

J.L. Franzen
City Recorder

- - - - - - - - - - - -

I hereby certify the foregoing to be a true copy of the original resolution passed by the City Commission of the City of Oregon City, Clackamas County, Oregon, on the 18th day of May, 1939, at a special ~~the regular~~ meeting of said City Commission.

Dated this 18th day of May, 1939.

J.L. Franzen
City Recorder

5-23-39

May 9, 1939

Mr. J. L. Franzen
City Manager
Oregon City, Oregon

Dear Sir:

We are enclosing herewith four copies of a grade resolution, on which are indicated proposed changes in grade, according to the latest data supplied by Mr. F. T. Young, Resident Engineer, for Fifth Street, Sixth Street, Seventh Street, and Eighth Street, in Oregon City.

A grade resolution was adopted by the city authorities in 1937, covering Water Street, Fifth, Sixth, Seventh, Eighth, Ninth, Tenth, Eleventh, Twelfth, Thirteenth and Fourteenth Streets. These changes were made, however, on Fifth, Sixth, Seventh and Eighth Streets, to improve alignment and grades with reference to buildings, etc. I would appreciate it very much if you and Mr. Miller will look over the resolution, and, if you approve, submit it to the City Commission for their adoption. After it has been adopted by the city and executed by the city authorities, please retain one copy for the city's records and mail the other three to me at Salem.

Two copies of the blueprint showing the proposed changes are enclosed.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

Oscar Cutler
Asst. Office Engineer

OC:ME

Encl.

cc Mr. E. A. Collier
Mr. F. T. Young

2-37

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

5-23-

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION

SALEM

IN REPLY PLEASE
REFER TO FILE NO.

Portland, Oregon
May 3, 1939

Mr. R. H. Baldock
State Highway Engineer
State Highway Dept.
Salem, Oregon

Dear Sir: Attention: Mr. Oscar Cutler

Am returning herewith sketch showing proposed grade changes, along a section of Water Street in Oregon City, that you left with me a few days ago.

With the floors of the laundry building and of the McEwan Building, located on the northerly side of 5th Street, being at the elevation they are, no lowering of the grade along 5th Street can be accomplished, but upon assurance by the right of way department that these buildings will be removed and their floor elevation no longer a controlling feature, the grade could then be lowered to give some benefit to the property on the south side of 5th Street.

Yours very truly

F. T. Young

F. T. Young
Resident Engineer

CC: Mr. H. G. Smith
Mr. E. A. Collier

FTY:HA

10-38
COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
OFFICE OF E. A. COLLIER, DIVISION ENGINEER
8200 S. E. MCLOUGHLIN
PORTLAND, OREGON

April 12, 1939

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Attention: H. G. Smith

Dear Sir:

Herewith sketch on paper and copy of a letter from F. T. Young regarding street grades at Oregon City. Mr. Cutler secured approval by Oregon City of the proposed street grade for the Pacific Highway East from 5th and Main north to 15th Street. On June 1, 1938 you wrote me directing that the grade be raised at the Elks Building, as shown on the profile which Mr. Young submitted. It is advisable at this time to secure the establishment of grades shown on the attached sketch. You will note the change in grade at the alley between 8th and 9th Streets is only 0.01 ft. and there is no change north of that alley. The greatest change is at the alley between 6th and 7th Streets. New grades are also given between 5th and 6th Streets, on account of the change in alignment, to permit parking in front of the Post Office Building.

If additional information is desired, please advise. Please send me two prints of this sketch.

Prints mailed 4-13-39
Low

Very truly yours,

E. A. COLLIER
DIVISION ENGINEER

EAC:DP
CC Oscar Cutler
Encl.

3M 9-38

Commissioners
Henry F. Cabell, Chairman, Portland
E. B. Aldrich, Pendleton
F. L. Tou Velle, Jacksonville

H. B. Glaisyer, Secretary

R. H. Baldock
State Highway Engineer
Salem

OREGON STATE HIGHWAY COMMISSION

~~SALEM~~

In Reply Please
Refer to File No.

Portland, Oregon
April 10, 1939

Mr. E. A. Collier
Division Engineer
Portland, Oregon

Dear Sir:

In July 1937 the City Commissioners of Oregon City adopted the States proposed grade changes along Water Street between 5th and 15th streets. It was proposed at that time to make a cut in front of the Elk's Building between 6th and 7th streets. Since then the cut idea has been abandoned and a rolling grade line has been substituted. It will now be necessary to submit new grade information to Oregon City and with this in mind am handing you herewith a sketch map showing the new proposed grades throughout the section affected by the change.

Very truly yours,
F. T. YOUNG (Signed)

F. T. Young
Resident Engineer

CONTRACT#2269

132-H-1 Viaduct & retaining wall,
S. Unit, Oregon City Sec., 1940
#2269 Pacific Hwy., East

RECEIVED
NOV 27 1940
FOR FILING

12-H-1

November 23, 1940

Barham Bros.
1010 N. 18th
Salem, Oregon

Gentlemen:

At the meeting of the State Highway Commission held on October 11, 1940, the following action was taken on your request for extension of time:

"Barham Bros., Contract No. 2269, for construction of a partial viaduct on the Water Street route of the Pacific Highway East in Oregon City, Clackamas County, requested an extension of time of 35 days, from August 31 to October 5, 1940, within which to complete this project. They attributed their failure to complete the job within the specified time limit to the fact that they were not permitted to commence work until March 13, 1940, and that there were several changes made in the retaining wall and sidewalks, which caused additional delay. The Engineer advised that the contract was awarded on January 12, 1940, but that the contractor was not allowed to commence work until March 13, 1940, because of the failure of the house-moving contractor to remove several buildings which occupied the site, over which work Barham Bros. had absolutely no control. He recommended, in view of the circumstances, that the extension of time requested be granted without penalty. A letter was presented from the Public Roads Administration concurring therein. The Commission approved the recommendation."

Very truly yours,

STATE HIGHWAY COMMISSION

By
SECRETARY

MBL

cc - E. A. Collier

RECEIVED
OCT 29 1940
FOR FILING

B-H-1

October 28, 1940

GENERAL CASUALTY COMPANY OF AMERICA
Otto N. Hoppes, Resident Agent
Salem, Oregon

Gentlemen:

You are hereby notified that State Highway Contract No. 2269 - Partial Viaduct on Water Street in Oregon City, Clackamas County, has been completed by the contractor, Barham Bros., and that final settlement will be made by the state with said contractor, for work done under said contract, on or after November 7, 1940.

There is a claim filed against this project, of which you have been previously notified, in the sum of $2.30.

This notice is served upon you since you appear as surety on the bond furnished by the above contractor. Kindly acknowledge receipt of this letter.

For your information we wish to advise that the total amount paid the contractor in connection with this contract will be $2,682.76, of which $564.71 is for force account work.

Very truly yours,

STATE HIGHWAY COMMISSION

By

Secretary

DGD:MEL

NOTED
D. G. DeSart

RECEIVED
OCT 16 1940
FOR FILING

132-H-1

October 15, 1940

PACIFIC PORTLAND CEMENT COMPANY
111 Sutter Street
San Francisco, California

Attention H. D. O'Banion, Credit Manager

Gentlemen:

This will acknowledge receipt of your letter of October 11 and advise that Contract No. 2269, with Barham Bros., for construction of a partial viaduct on Water Street, in Oregon City, was completed September 30, 1940, and accepted by the State Highway Commission October 11, 1940.

Very truly yours,

STATE HIGHWAY COMMISSION
By

Secretary

DGD:MBL

NOTED
D. G. DeSart

TELEPHONE
GARFIELD 4100

CABLE ADDRESS "GOLDEN"
WESTERN UNION CODE

PACIFIC PORTLAND CEMENT COMPANY
MANUFACTURERS OF
GOLDEN GATE AND OLD MISSION BRANDS
PORTLAND AND PLASTIC WATERPROOF PORTLAND CEMENT
Empire-Standard-Reno Hardwall Plaster and Gypsum Products

TRADE-MARKS

111 SUTTER STREET
SAN FRANCISCO, CALIFORNIA

October 11, 1940

Oregon State Highway Commission
Salem, Oregon

Attention Mr. H. G. Glaisyer, Secretary

Gentlemen:

Will you please advise if Contract No. 2269 between the State Highway Commission and Barham Brothers for certain improvements in Oregon City, Oregon, have been completed and accepted by the Oregon State Highway Commission. If so, will you please advise date of acceptance.

Yours very truly,

PACIFIC PORTLAND CEMENT COMPANY

H. D. O'Banion
H. D. O'Banion
Credit Manager

HDO:vb

REFERRED TO
DeSart
BY SECRETARY

prepare reply
CWS

132-H-1

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT NO.

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION

POST OFFICE BUILDING
PORTLAND, OREGON

Stencil No. 8.

IN YOUR REPLY PLEASE
REFER TO FILE No.

RECEIVED
NOV 1 1940

October 7, 1940

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

Final inspection of Oregon FAP 132-H (1), the Water Street Section, in Oregon City, was made by a representative of this office on September 30, 1940. Prompt submission of the final voucher will be appreciated.

Very truly yours,

W. H. LYNCH
District Engineer

By L. J. Caufield
L. J. Caufield
Sr. Highway Engineer

FORM E-30 REVISED 25M 5-40

RECEIVED

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
October 2, 1940

132-H-1

Subject: Water Street Partial Viaduct
Contract #2269

To:

Mr. H. B. Glaisyer
Secretary
Office

Dear Sir:

For your information Barham Brothers completed work on the Water Street Partial Viaduct on September 30, 1940. ✓ Will you please secure authority from the Commission to pay the final estimate on this job.

Yours very truly,

G. S. Paxson
Bridge Engineer

By W. A. Reeves vm

W. A. Reeves
Bridge Office Engineer

VM

Oct 11, 1940

132-H-1

August 3, 1940

Pacific Portland Cement Company
111 Sutter Street
San Francisco, California

Attention: H. D. O'Banion, Credit Manager

Gentlemen:

Replying to your inquiry of July 31 wish to advise that the contract awarded by the State Highway Commission to Barham Brothers for certain improvements in Oregon City, Oregon, described as construction of a partial viaduct on the Oregon City (Water Street) Section of the Pacific Highway East, in Clackamas County, Contract No. 2269, was awarded on January 12, 1940, and the date of completion specified in the contract is August 31, 1940. for the general contractor.

The bond furnished by Barham Brothers in connection with this contract was written by the General Casualty Company of America for whom Otto H. Hoppes is local agent with offices in the Oregon Building, Salem, Oregon.

Should you desire any further information concerning this contract I will be glad to furnish the same upon request.

I might add, however, that if you have a claim against the contract and are unable to secure satisfaction from the contractor, you should file your claim with the Oregon Secretary of State in accordance with the provisions of Chapter 517, Oregon Laws, 1939, a mimeographed copy of which is inclosed.

Very truly yours,

HDG:AM

Secretary

TELEPHONE
GARFIELD 4100

CABLE ADDRESS "GOLDEN"
WESTERN UNION CODE

PACIFIC PORTLAND CEMENT COMPANY
MANUFACTURERS OF
GOLDEN GATE AND OLD MISSION BRANDS
PORTLAND AND PLASTIC WATERPROOF PORTLAND CEMENT
Empire-Standard-Reno Hardwall Plaster and Gypsum Products

PACIFIC PORTLAND CEMENT CO. GOLDEN GATE BRAND SAN FRANCISCO CAL.
PLASTER EMPIRE BRAND
PACIFIC PORTLAND CEMENT COMPANY SAN FRANCISCO CAL.
TRADE-MARKS

111 SUTTER STREET
SAN FRANCISCO, CALIFORNIA

RECEIVED
[illegible] 3 - 1940
[illegible] COMMISSION

July 31, 1940

Oregon State Highway Commission
Salem, Oregon

Gentlemen:

We are furnishing material to a sub-contractor in connection with Barham Brothers contract for the construction of highway retaining walls and sidewalks in Oregon City.

Will you please advise the date of this contract, the time set for completion and the name of the company who wrote the bond for the general contractor.

A self-addressed, stamped envelope is enclosed for your reply.

Yours very truly,

PACIFIC PORTLAND CEMENT COMPANY

H. D. O'Banion

H. D. O'Banion
Credit Manager

HDO:vb

ANSWERED
H. B. GLAISYER

#2269

132-H-1

April 5, 1940

Oregon City Foundry
Oregon City, Oregon

Gentlemen:

This acknowledges receipt of your letter of April 3 inclosing your bill in the amount of $2.30 against Barham Brothers being for services rendered Barham Brothers in connection with their contract with the State Highway Commission for the construction of a partial viaduct on the Water Street Section of the Pacific Highway East in Oregon City and being state highway contract No. 2269.

This contract was awarded to Barham Brothers by the Highway Commission on January 12, 1940, and the date of completion specified is August 31, 1940. I doubt very much that final payment will be made for the work until along in September. Barham Brothers are reliable contractors and I believe that you will have no difficulty in collecting from them the amount of your claim if you will bill them direct. Their permanent address is 365 North Winter Street, Salem.

In any event, your claim is protected by the bond furnished by Barham Brothers in connection with this job. The bond, I might state, was written by the General Casualty Company of America for whom Otto M. Hoppes is local agent with offices in the Oregon Building, Salem.

In the event that you have difficulty in securing payment from Barham Brothers, then you should file your claim with the Secretary of State in accordance with the provisions of Chapter 517, Oregon Laws, 1939, a mimeographed copy of which is inclosed.

Very truly yours,

HBG:AM

Secretary

, PRESIDENT PHONE 378 ALBERT ROAKE, SEC. & TREAS.

OREGON CITY FOUNDRY

Engineers - Founders - Machinists

OREGON CITY, OREGON

April 3, 1940

Oregon State Highway Commission
Salem, Oregon

Gentlemen:

Please find enclosed a bill for $2.30 for work that we did for Barham Bros. As we have never had an account with Barham Bros., we are sending this copy of the invoice to you so that you can check up on their account at your final payment to them.

Yours truly,

OREGON CITY FOUNDRY

J.A. Roake
President

JAR:RH

Enc.

QUOTATIONS SUBJECT TO CHANGE WITHOUT NOTICE. ALL CONTRACTS AND AGREEMENTS CONTINGENT UPON STRIKES, ACCIDENTS AND OTHER OCCURRENCES BEYOND OUR CONTROL.
ANY CASTING DEVELOPING AN INHERENT DEFECT WHEN PLACED IN SERVICE WILL BE REPLACED F. O. B. AGREED POINT OF DELIVERY. NO CLAIMS FOR DAMAGES ALLOWED.

BRASS
BRONZE
ALUMINUM
LEAD
} CASTINGS

ALL KINDS OF MACHINE
AND PATTERN WORK

OREGON CITY FOUNDRY

FOUNDERS, MACHINISTS, BLACKSMITHS

PHONE 378

INVOICE No. 15924

OUR ORDER No.

OREGON CITY, ORE., March 18 1940

SOLD TO Bayham Bros.

ADDRESS 1010 N. 18th, Salem, Oregon

DELIVERED TO

PATTERNS IN OUR FOUNDRY OR STORAGE ARE AT THE OWNERS RISK. DEFECTIVE CASTINGS REPLACED BUT NO ALLOWANCE MADE FOR WORK DONE ON THEM

ACCOUNTS NOT PAID AT MATURITY ARE SUBJECT TO INTEREST.

TERMS NET CASH. NO DISCOUNT

QUANTITY	ARTICLE	ORDER No.	PATTERN No.	WEIGHT	PRICE	$		$	
	Bend & thread 2 hooks								
	River Bend Sand & Gravel Co.								
	for ballast							2	30

OUR RESPONSIBILITY CEASES ON ALL GOODS SHIPPED AFTER BEING RECEIVED BY THE TRANSPORTATION COMPANY.

Secretary

132-H-1

January 26, 1940

BARHAM BROTHERS
865 N. Winter Street
Salem, Oregon

Gentlemen:

We hand you herewith a fully executed copy of Contract No. 2269 which was awarded to you on January 12, 1940, by the State Highway Commission, covering the construction of the Water Street partial viaduct on the Pacific Highway East, in Oregon City, in Clackamas County.

This copy is for your records and files.

Very truly yours,

STATE HIGHWAY COMMISSION
By

Secretary

MBL

122-4-1

January 15, 1940

BARHAM BROS.
865 North Winter Street
Salem, Oregon

Gentlemen:

We are sending you today by express four copies of Contract No. 2269 which was awarded to you by the State Highway Commission on January 12, 1940, covering the Water Street Partial Viaduct on the Pacific Highway East, in Oregon City.

Will you kindly execute all four copies of this contract as to agreement and bond and return them to this office for approval by the State Highway Commission. When this has been done a fully executed copy will be returned to you for your records and files. We will also send an executed copy to the surety on your bond.

Your special attention is called to the paragraph under Section 5 (Page 13) of the printed General Provisions, relating to the Workmen's Compensation Act. You are expected to accept the terms of this Act and to carry on your work under this contract in strict conformance thereto.

Very truly yours,

STATE HIGHWAY COMMISSION
By

Secretary

MBL

RECEIVED
JAN 15

132-#-1

January 13, 1940

Barham Bros.
865 North Winter
Salem, Oregon

Gentlemen:

The State Highway Commission on January 12, 1940, awarded you the contract for construction of a 336 lin. ft. concrete partial viaduct and 173 lin.ft. concrete retaining wall on the South Unit, Oregon City Section of the Pacific Highway East, in Clackamas County. This award was based on your low bid of $30,697.50 submitted on that date.

Contract forms will be sent to you for execution within a few days.

Very truly yours,

AM

Secretary

cc - Mr. S. H. Probert
Mr. G. S. Paxson

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION
DISTRICT ONE

MONTANA
OREGON
WASHINGTON

POST OFFICE BUILDING
PORTLAND, OREGON

132-H-1

January 12, 1940

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

This is to confirm our verbal concurrence in award of contract, as of this date, for Oregon Federal Aid Project No. 132-H (1), South Unit structures, Oregon City Section of the Pacific Highway East, to Barham Bros., Salem, Oregon, who submitted the low bid.

Very truly yours,

W H Lynch

W. H. LYNCH
District Engineer

CONTRACT# [redacted]

105-1201 Mist-Vernonia Section
Nehalem Secondary Highway 1940

2270

105-1201

R.H. Baldock ✓

June 7th, 1940

FINAL COST ANALYSIS

Mist-Vernonia Rock Production
Contract No. 2270

Nehalem River Highway
Prefix 105-1201

Tidepoint Co., Contractors
J. C. Chapman, Resident Engineer

Item	Cost	Quantity	Unit	Unit Cost	Unit Bid	Gross Revenue
1¼"-3/4" Cr. Rock in S.P.	$315.16	205.99	Cu. Yd.	1.53	1.44	$296.63
3/4"-½" " " " "	2,916.12	1,892.89	" "	1.53	1.44	2,725.76
½"-¼" " " " "	3,488.51	2,267.0	" "	1.53	1.44	3,264.48
¼"-10 Mesh " " "	3,089.99	2,000.0	" "	1.53	1.44	2,880.00
Screen Rejects	16.03	64.1	" "	0.25	0.25	16.03
Hauling "	43.10	431.0	Yd. Mi.	0.10	0.10	43.10
Haul Adjustment		290.3	" "		0.10	29.03
P.O. #5007						
3/4"-1/2" in S.P.	229.50	150.0	Cu. Yd.	1.53	1.44	216.00
1/2"-1/4" " "	229.50	150.0	" "	1.53	1.44	216.00
1/4"-10 Mesh in S.P.	229.50	150.0	" "	1.53	1.44	216.00
	$10,557.41					$9,903.03

Total Cost	$10,557.41
Gross Revenue	9,903.03
Net Loss	$654.38

Net Loss Equals 6.6% of Gross Revenue

Mist-Vernonia

Detail of Cost

Labor:		
Supervision (Carl Jenson)	$565.32	
Labor	3,189.57	
State Industrial Accident Commission	262.84	
Social Security & Unemployment Insurance	150.19	
		$4,167.92
Equipment Rental & Misc. Supplies:		
Equipment Rental (Incl. Repairs)	$3,268.00	
Hired Trucks	392.00	
Gas, Oil and Grease	1,634.42	
Plant Set Up, Materials and Supplies	401.06	
Explosives	78.75	
Misc. Supplies & Small Tools	123.74	
Office	53.60	
Bond	99.06	
Public Liability Insurance	41.68	
Home Office & Gen. Overhead 3% of Gross Revenue	297.18	
		6,389.49
		$10,557.41

Mist-Vernonia
Breakdown of Crushing Costs

	Cost	Quantity	Unit	Unit Cost
Move In & Set Up Plant	$1,215.29	6,880	Cu. Yd.	$0.177
Drill and Shoot	138.43	"	" "	0.020
Dragline Operation	901.39	"	" "	0.131
Crushing	4,354.64	"	" "	0.633
Overhead, Supervision and Proratable Expense	582.68	"	" "	0.084
Cost in bunker	$7,192.43	6,880	Cu. Yd.	$1.045
Hauling Crushed Rock	2,985.62	6,880	Cu. Yd.	0.433
Stockpiling	379.36	"	" "	0.055
	$10,557.41	6,880	Cu. Yd.	$1.533

Sizes

1¼" - 3/4"	205.99	Cu. Yds.
3/4" - 1/2"	2,042.89	" "
1/2" - 1/4"	2,417.0	" "
1/4" - 10 Mesh	2,150.0	" "
Rejects	64.1	" "
	6,879.98	Cu. Yds.

Average production 13.1 c.y. per hour

Mist-Vernonia

REMARKS:

This contract, for maintenance rock production, was bid on January 10th, 1940. The contractor started work on February 1st, completed on May 4th.

The contractor used a three crusher plant containing a 9" x 36" jaw primary, a 28" gyratory and a 30" x 16" rolls. A 105 h.p. diesel and a 60 h.p. gas motor provided the power for the plant and a 30 h.p. gas motor powered the dragline which brought the rock to the crusher. The quarry contained dice rock, and drilling and shooting costs were very low as adequate rock was secured by pocket shooting.

The equipment used was quite old, required considerable repairing and production was too low to be profitable as it averaged only 13.1 cu. yds. per hour. However, moving in costs were low as the plant had been set up in a commercial quarry adjacent to the state quarry. Overhead costs were also low which aided in preventing a larger loss. Most of the hauling to the stockpiles was done with the contractor's own 4-yard trucks, and the cost averaged $0.06 per yd. mile.

E. H. Clymer
Cost Analyst

By . . V. R. Jones

105-1281

United States Fidelity & Guaranty Company,
M.K.Sprott, Agent,
Bedell Bldg.
Portland, Oregon.

Gentlemen:

You are hereby notified that State Highway Contract No. 2270, for furnishing crushed rock in stockpiles on the Mist-Vernonia Section of the Nehalem Secondary Highway in Columbia County, has been Completed by the contactors, Tidepoint Company Inc., and that final settlement will be made by the State with said contractors for work done under said contract on or after June, 14, 1940.

The State is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that The State assumes no responsibility for any such claims should there be any.

This notice is served upon you as you appear as surety on the bond furnished by the above contractor. Kindly acknowledge receipt of this letter.

For your information we wish to advise that the total amount paid the contractors in connection with this contract will be $9,255.03, including final payment.

Very truly yours,

STATE HIGHWAY COMMISSION

By

Secretary

Dict. by DeSart.

RECEIVED
MAY 22 1940
FOR FILING

105-1201

May 22, 1940

United States Fidelity & Guaranty Company,
M. K. Sprott, Agent,
Bedell Building,
Portland, Oregon.

Gentlemen:

You are advised that it is the intention of the State Highway Commission to make semi-final payment to Tidepoint Company on Contract No. 2270, Mist-Vernonia Section of the Nehalem Secondary Highway in Columbia County. This payment will be made on or after June 1, 1940.

Kindly acknowledge receipt of this letter.

Very truly yours,

STATE HIGHWAY COMMISSION

By

Secretary.

Dist. by J. McFarland.

Form E-1—5M—9-39

OREGON STATE HIGHWAY COMMISSION
FIELD ENGINEER'S WEEKLY REPORT
FOR CONSTRUCTION PROJECTS ONLY

For Week Ending May 11, 1940

Section Mist-Vernonia

Kind of work Rock Production

Highway Nehalem

Section prefix 105-1201

Contractor Tidepoint Co.

Contract number 2270

Date of contract Jan. 12, 1940

Date of completion May 31, 1940

Date work started Jan. 30, 1940

Estimated date of completion ....

Amount of contract $ 8,630

Per cent of time elapsed 85.8 %

Estimated cost of completed project, exclusive of engineering $ 9,258.23

Per cent of contract completed, based on total contract price 100 %

Engineering cost to date, $ 753.00, 7.9 %

Date project was completed May 4, 1940

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

Monday: Three men complete semi-final estimate.

Tuesday: One man check " " "

The final data was mailed to Salem Wednesday.

NOTED
RAY WEBBER

RECEIVED
MAY 13 1940
DIVIS [illegible] NEER
[illegible] 2

NOTED
VAN SCOY

Signed J. C. Chapman
J. C. Chapman

Address Jewell, Oregon

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project			18.34		
Miles partially completed					
Miles completed					
Total estimated quantities			6,000		
Estimated quantities moved or placed to date			6,430 plus 450 on purchase order		
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day					
Hours per shift					
Average force on project for week					

Percentages of men employed on contract to be secured from:

.... County, ...%; .... County, ...%; .... County, ...%; .... County, ...%

	NUMBER USED AND SECURED FROM					CONTRACTOR'S KEY MEN, ETC.	TOTAL
	COUNTY	COUNTY	COUNTY	COUNTY	OTHER SOURCES		
Men							
Men and teams							
Men and trucks under 3 tons							
Men and trucks over 3 tons							
Men and tractors							

Equipment used during week: Shovels ...., Power graders ...., Rollers ...., Mixers ...., Crushing or screening plants ....,

Compressors ...., Bulldozers ...., Sheet-foot rollers ...., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday			
Monday			
Tuesday			
Wednesday			
Thursday			
Friday			
Saturday			

STATE PRINTING DEPT.

105-1201

January 29, 1940

Tidepoint Company
Astoria, Oregon

Gentlemen:

As requested in your letter of January 27, we are forwarding to you, under separate cover, one set of plans and specifications for the Mist-Vernonia Section, Contract No. 2270, and the Summit-Mist Section, Contract No. 2264.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by M. C. Wood/GS

TOWING, BARGING, DREDGING AND DIKING
CRUSHED ROCK, SAND, GRAVEL AND CEMENT

TIDEPOINT CO. *Road and River Contractors*
ASTORIA, OREGON

RECEIVED
JAN 29 1

January 27, 1940

Mr. H. B. Glaisyer, Secretary
Oregon State Highway Commission
Salem, Oregon

Dear Mr. Glaisyer:

Would you kindly have sent to us an extra copy of the specifications for the Mist-Vernonia Job, Contract No.2270. ✓ We would also like to have an extra copy of the specifications for the Summit-Mist Job, Contract No. 2264. ✓

Mailed
1/29/40

1 copy of
Genl. Spec. also mailed
W.

These copies, of course, need not be signed as the purpose for having them is to have an extra copy which can be left on the jobs so that it is not necessary to take our signed contracts to the job for the use of the job superintendent.

Yours very truly,

TIDEPOINT CO.

E W McMinder
President

EWM:b

Probert

FOR FILING

[illegible]-1201

January 26, 1940

TIDEPOINT COMPANY
Astoria, Oregon

Gentlemen:

We are sending you today by express a copy of each of the following contracts, which were awarded to you on January 11 and 12, respectively, by the State Highway Commission:

Contract No. 2264 - Surfacing and oiling the Summit-Mist Section of the Mist-Clatskanie Secondary Highway, in Columbia County

Contract No. 2270 - Furnishing crushed rock on the Mist-Vernonia Section of the Nehalem Secondary Highway, in Columbia County.

These are fully executed copies and are for your records and files.

Very truly yours,
STATE HIGHWAY COMMISSION
By

Secretary

MBL

RECEIVED
JAN 2[illegible]
FOR FILING

105-1[illegible]1

January 20, 1940

Tidepoint Company, Inc.
222 Astor Building,
Astoria, Oregon.

Gentlemen:

We are returning to you by express four copies of Contract No. 2270, Mist-Vernonia Section in Columbia County which was awarded to you on January 12, 1940.

Will you please have all copies of both the agreement and bond of this contract signed by the Secretary of your corporation and return them to this office.

Very truly yours,

Secretary.

Dict. by J. McFarland.

RECEIVED
JAN 17
F[illegible]

TCS-1201

January 16, 1940

TIDEPOINT COMPANY
222 Astor Building
Astoria, Oregon

Gentlemen:

We are sending you today by express four copies of Contract No. 2270 which was awarded to you by the State Highway Commission on January 12, 1940, covering the furnishing of crushed rock in stock piles on the Mist-Vernonia Section of the Nehalem Secondary Highway, in Columbia County.

Kindly execute all four copies of this contract as to agreement and bond and return them to this office for approval by the State Highway Commission. When this has been done a fully executed copy will be returned to you for your records and files. We will also send an executed copy to the surety on your bond.

Your special attention is called to the paragraph under Section 5 (page 14) of the printed General Provisions, relating to the Workmen's Compensation Act. You are expected to accept the terms of this Act and to carry on your work under this contract in strict conformance thereto.

Your attention is also called to the mimeographed page immediately following page No. 15 of the mimeographed Special Provisions, relating to the payment by the contractor of amounts due hospital associations, et cetera.

Very truly yours,

STATE HIGHWAY COMMISSION
By

Secretary

MBL

RECEIVED
JAN 15
FOR FILE

105-1221

January 13, 1940

Tidepoint Company

Astoria, Oregon

Gentlemen:

The State Highway Commission on January 12, 1940, awarded you the contract for furnishing 6,000 cu. yds. crushed rock in stock piles on the Mist-Vernonia Section of the Nehalem Secondary Highway, in Columbia County. This award was based on your low bid of $8,640 submitted on that date.

Contract forms will be sent to you for execution within a few days.

Very truly yours,

Secretary

AM

cc - Mr. S. H. Probert
Mr. G. S. Paxson

CONTRACT# [redacted] 2271

9-1204 Bend-Millican Section
Central Oregon Hwy. 1940

2271

RECEIVED
OCT 4 1940
FOR FILING

1-1201

October 3, 1940

United States Fidelity & Guaranty Co.
H. K. Sprott, Agent
Bedell Building
Portland, Oregon

Gentlemen:

You are hereby notified that it is the intention of the State Highway Commission to make an additional or post final payment to A. S. Wallace on state highway contract No. 2271, Bend Millican Section of the Central Oregon Highway, on or after October 14, 1940. This payment will be in the amount of $838.69 and represents a special adjustment made on the contract.

No claims have been filed against this contract, however, the state assumes no responsibility for any claims should there be any.

This information is given you inasmuch as you appear surety on the bond furnished by the contractor.

Kindly acknowledge receipt of this letter.

Very truly yours,

STATE HIGHWAY COMMISSION

By

DD:AM

Secretary

RECEIVED
SEP 5 1940
FOR FILING

9-1204

September 4, 1940

Mr. H. G. Smith
Construction Engineer
Office.

Dear Sir:

Herewith are three copies of agreement between Mr. [illegible] S. Wallace and the Highway Commission covering [illegible] adjustments in connection with his surfacing contract on the Central Oregon Highway in Deschutes County.

The original copy has been retained for the Commission's files and and copy has been forwarded to Mr. Wallace.

Very truly yours,

C. B. McCullough

RECEIVED
AUG 9 1940
FOR FILING

9-1204

August 8, 1940

United States Fidelity & Guaranty Co.
Mr. M. K. Sprott, Agent
Bedell Building
Portland, Oregon

Gentlemen:

You are hereby notified that State Highway Contract No. 2271, for furnishing 8,000 cu. yds. of crushed gravel, on the Bend-Millican Section of the Central Oregon Highway, in Deschutes County, has been completed by the contractor, A. S. Wallace, and that final settlement will be made by the State with said contractor, for work done under said contract, on or after August 18, 1940.

The State is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the State assumes no responsibility for any such claims should there be any.

This notice is served upon you, as you appear as surety on the bond furnished by the above contractor. Kindly acknowledge receipt of this letter.

For your information we wish to advise that the total amount paid the contractor in connection with this contract will be $7017.88, including final payment, and that no force account work was performed therein.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

By

Secretary

rs

NOTED
D. G. DeSart

RH BALDOCK

July 19th, 1940

NOTED
State Highway Engineer

9-1204

COST ANALYSIS - FINAL REPORT

Central Oregon Highway Bend-Millican Section
Rock Production
Contract No. 2271 Prefix 9-1204

Item	Cost	Quantity	Unit Cost	Unit Bid	Gross Revenue
3/4"-1/2" Cr. Gravel in S.P.	$1,054.25	999.3 cu. yd.	$1.055	$0.90	$899.37
1/2"-1/4" " " " "	2,361.80	2,233.9 " "	1.055	0.90	2,010.51
1/4"-10 Mesh " " "	1,688.00	1,600.0 " "	1.055	0.90	1,440.00
Hauling Cr. Gravel, Pile Meas.	1,798.79	29,470 yd. mi.	0.061	0.07	2,062.90
Clearing & Grubbing S.P. Sites	32.50	All			125.00
Leveling Stockpile Sites	57.40	"			125.00
PA #1 (Hauling Pit Run Gravel)	146.90	2,407.8 yd. mi.	0.061	0.07	168.55
Screen Rejects	787.25	746.2 cu. yd.	1.055	0.25	186.55
	$7,926.89				$7,017.88

Cost	$7,926.89
Gross Revenue	7,017.88
Net Loss	$909.01

Net Loss Equals 12.9% of Gross Revenue

Contract 2271

Details of Cost

Labor:

Supervision	$484.00	
Labor	2,144.10	
State Industrial Accident Insurance	131.41	
Unemployment and Social Security	105.12	
Public Liability	26.28	
		$2,890.91

Equipment Rental, Supplies & Misc.:

Equipment Rental (Including repairs)	$2,885.00	
Gas, Oil and Grease	942.00	
Lumber	306.00	
Roofing Paper, Nails, Bolts & Misc.	220.00	
Moving	472.80	
Bond	70.18	
Overhead Expense	140.00	
		5,035.98
Total Cost		$7,926.89

Contract 2271

Breakdown of Crushing Costs

	Cost	Quantity Produced	Unit Cost
Move In	$ 492.80	5,579 cu. yds.	$0.088
Set Up	1,063.11	" " "	0.191
Strip Pit	185.36	" " "	0.033
Load in Trucks	954.40	" " "	0.171
Haul to Crusher	624.50	" " "	0.112
Crushing	2,026.88	" " "	0.363
Stockpile	117.20	" " "	0.021
Haul Waste from Crusher	422.76	" " "	0.076
Sub-Total	$5,887.01		$1.055
Haul to Stockpile	$1,807.00	29,470 yd. mi.	$0.061

Sizes and Quantities of Rock Produced

3/4-1/2 Cr. Rock in Stockpile	999 cu. yds.
1/2-1/4 " " " "	2,234 " "
1/4-10 Mesh " " "	1,600 " "
1/4-10 Mesh Rejections in Stockpile	746 " "

Contract 2271

REMARKS:

This contract was bid and awarded January 12th, 1940. Work was started May 29th, and the job was completed June 30th.

The gravel pit specified ran heavy to fines, and about 75% which passed the $\frac{1}{4}$" screen was wasted. The supply in the pit at M.P. 13.67 was exhausted and 1,002 cu. yds. were hauled from a pit at M.P. 16.2. About 80% of the material hauled from this pit was too fine and was wasted, and it was decided to discontinue the crushing operation as there was too much waste. 8,000 Cu. yds. of crushed gravel were specified in the contract, but only 4,833.2 cu. yds. were produced. Also, 746.2 cu. yds. of surplus $\frac{1}{4}$"-0 mesh was accepted by the State at screen rejection price.

The contractor had good equipment consisting of 1 - 9"x36" jaw crusher, 1 - 30"x18" rolls crusher, 1 - $3\frac{1}{2}$'x16' screen, 1 - $3\frac{1}{2}$'x12' screen, 1 - 200 h.p. diesel motor, 1 - 5/8 cu. yd. shovel, 7 - 3 cu. yd. dump trucks and trailers for moving. Good progress was made considering the large amount of waste, and the crusher averaged about 20 cu. yd. per hour of gravel and about 80 cu. yds. per hour of waste.

The gravel was loaded in the pit with a 5/8 cu. yd. shovel and hauled to the crusher in 3 cu. yd. trucks. The waste material was hauled by truck from the bunker and dumped. About 2' of overburden on the pit was stripped by side casting with the 5/8 cu. yd. shovel.

Most of the $\frac{1}{4}$"-0 mesh material was rescreened as it contained too many fines on one screening.

The contractor suffered a loss on the job because of the large percentage of rejections and because only 4,833.2 cu. yds. were produced instead of the 8,000 cu. yds. on which he bid. The cost of moving in, setting up and stripping of pit had to be absorbed in 4,833.2 cu. yds. instead of 8,000 cu. yds. which were contemplated, which increased the unit cost on these items about 40%.

E. H. Clymer
Cost Analyst

Form E-1—8M—3-30

✓

OREGON STATE HIGHWAY COMMISSION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending July 6, 1940

Section Bend - Millican

Kind of work Cr. Gravel in Stockpiles

Highway Central Oregon

Section prefix 9-1204

Contractor A. S. Wallace

Contract number 2271

Date of contract Jan. 12, 1940

Date of completion August 31, 1940

Date work started May 30, 1940

Estimated date of completion June 30, 1940

Amount of contract $10,040.00

Per cent of time elapsed 66 %

Estimated cost of completed project, exclusive of engineering $7,012.50

Per cent of contract completed, based on total contract price 68 %

Engineering cost to date, $ 300, 2.9 %

Date project was completed June 30, 1940

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

Sunday the contractors crew shaped up piles for measurement, dismantled the plant and moved some of the equipment out, leaving a crusher and timbers. The engineering crew measured piles Monday. One man in the office on computations for the final estimate.

FINAL REPORT

NOTED
RAY WEBBER

RECEIVED
JUL 8 - 1940
OFFICE

Signed E. E. Johnston

Address Bend, Ore.

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project			24.5		
Miles partially completed			17.15 ~~24.5~~		
Miles completed			7.35		
Total estimated quantities			5,600		
Estimated quantities moved or placed to date			5,600		
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day					
Hours per shift					
Average force on project for week					

Percentages of men employed on contract to be secured from:

.... County, ...%; .... County, ...%; .... County, ...%; .... County, ...%

	NUMBER USED AND SECURED FROM					CONTRACTOR'S KEY MEN, ETC.	TOTAL
	COUNTY	COUNTY	COUNTY	COUNTY	OTHER SOURCES		
Men							
Men and teams							
Men and trucks under 3 tons							
Men and trucks over 3 tons							
Men and tractors							

Equipment used during week: Shovels ...., Power graders ...., Rollers ...., Mixers ...., Crushing or screening plants ....,

Compressors ...., Bulldozers ...., Sheet-foot rollers ...., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday	Clear		
Monday	"		
Tuesday	"		
Wednesday	"		
Thursday	"		
Friday	"		
Saturday	"		

STATE PRINTING DEPT.

January 26, 1940

U. S. FIDELITY & GUARANTY COMPANY
M. L. Sprott, Local Agent
Bedell Building
Portland, Oregon

Gentlemen:

We are sending you today by express a fully executed copy of each of the following contracts which were awarded to A. S. Wallace and to Tidepoint Company on January 11 and 12, 1940, by the State Highway Commission:

Contract No. 2264, Tidepoint Company - Surfacing and oiling the Summit-Mist Section of the Mist-Clatskanie Secondary Highway, in Columbia County

Contract No. 2270, Tidepoint Company - Furnishing crushed rock in stock piles on the Mist-Vernonia Section of the Nehalem Secondary Highway, in Columbia County

Contract No. 2271, A. S. Wallace - Furnishing crushed gravel in stock piles on the Bend-Millican Section of the Central Oregon Highway, in Deschutes County.

Inasmuch as you are surety for the contractor on these several jobs, we are sending you these copies of the contracts for your records and files.

Very truly yours,

STATE HIGHWAY COMMISSION
By

Secretary

[illegible]

January 26, 1940

Mr. A. [illegible]. Wallace
Roseburg, Oregon

Dear Sir:

We are sending you today by express a fully executed copy of Contract No. 2271 which was awarded to you by the State Highway Commission on January 12, covering the furnishing of crushed gravel in stock piles on the Bend-Millican Section of the Central Oregon Highway, in Deschutes County.

This copy is for your records and files.

Very truly yours,

STATE HIGHWAY COMMISSION
By

Secretary

MBL

J-1204

January 16, 1940

Mr. A. S. Wallace
Roseburg, Oregon

Dear Sir:

We are sending you today by express four copies of Contract No. 2271 which was awarded to you by the State Highway Commission on January 12, 1940, covering the furnishing of crushed rock in stock piles on the Bend-Millican Section of the Central Oregon Highway, in Deschutes County.

Kindly execute all four copies of this contract as to agreement and bond and return them to this office for approval by the State Highway Commission. When this has been done a fully executed copy will be returned to you for your records and files. We will also send an executed copy to the surety on your bond.

Your special attention is called to the paragraph under Section 5 of the printed General Provisions, relating to the Workmen's Compensation Act. You are expected to accept the terms of this Act and to carry on your work under this contract in strict conformance thereto.

Your attention is also called to the mimeographed page immediately following page No. 16 of the mimeographed Special Provisions, relating to payment by the contractor of amounts due hospital associations, et cetera.

Very truly yours,

STATE HIGHWAY COMMISSION
By

Secretary

MBL

RECEIVED
JAN 15 [illegible]
FOR [illegible]

7-1264

January 13, 1940

Mr. A. S. Wallace
1249 Harrison St.
Roseburg, Oregon

Dear Sir:

The State Highway Commission on January 12, 1940, awarded you the contract for furnishing 8,000 cu. yds. crushed gravel in stock piles on the Bend-Millican Section of the Central Oregon Highway, in Deschutes County. This award was based on your low bid of $10,040 submitted on that date.

Contract forms will be sent to you for execution within a few days.

Very truly yours,

AM

Secretary

cc - Mr. S. H. Probert
Mr. G. S. Paxson

CONTRACT# [redacted] 2272

15-2006 Maintenance Building at Medford
1940

2272

15-2006

May 7, 1940

Great American Indemnity Company,
Harvey Wells-Reed Insurance Agency, Agents,
Failing Building,
Portland, Oregon.

Gentlemen:

You are hereby notified that State Highway Contract No. 2272, for the construction of an office building and an extension to a maintenance building at Medford, in Jackson County, has been completed by the contractor, Walter J. Stutte, and that final settlement will be made by the State with said contractor for work done under said contract on or after May 17, 1940.

The State is not advised of any unpaid claims for labor or material, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the State assumes no responsibility for any such claims should there be any.

This notice is served upon you as you appear as surety on the bond furnished by the above contractor. Kindly acknowledge receipt of this letter.

For your information we wish to advise that the total amount paid the above contractor in connection with this contract will be $10,786.57, including the final payment. Of this amount $81.92 was for force account work.

Very truly yours,

STATE HIGHWAY COMMISSION

By

Secretary.

Dist. by J. McFarland.

#2272

Form E-30—Revised—35M—0-39

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
April 19, 1940

[illegible]

Subject: Medford Building
Contract 2272

To: Mr. H. B. Glaisyer
Secretary
Office

Dear Sir:

For your information, Walter J. Stutte completed his work on Contract 2272, maintenance building at Medford, on April 13, 1940. Please secure authority from the Commission to pay the final estimate on this job.

The specified completion date in the contract was June 30, 1940.

Yours very truly,

G. S. Paxson
Bridge Engineer

By W A Reeves

W. A. Reeves
Bridge Office Engineer

CAG:VM

May 3, 1940
HBGlaisyer

January 26, 1940

GREAT AMERICAN INDEMNITY COMPANY
c/o Harvey Wells-Reed Insurance Agency
Failing Building
Portland, Oregon

Gentlemen:

We are sending you today by express a fully executed copy of Contract No. 2272 which was awarded to Walter J. Stutte by the State Highway Commission on January 12, 1940, covering the construction of an office building and addition to the existing maintenance building at Medford, in Jackson County.

Inasmuch as you are surety for the contractor on this job, we are sending you this copy of the contract for your records and files.

Very truly yours,

STATE HIGHWAY COMMISSION
By

Secretary

MBL

R[illegible] JAN 2[illegible]
F[illegible]

15-2006

January 26, 1940

Mr. Walter J. Stutte
201 Couch Building
Portland, Oregon

Dear Sir:

We are sending you today by express a fully executed copy of Contract No. 2272 which was awarded to you by the State Highway Commission on January 12, covering the construction of an office building and addition to existing maintenance building at Medford, in Jackson County.

This copy is for your records and files.

Very truly yours,

STATE HIGHWAY COMMISSION
By

Secretary

MBL

RECEIVED
JAN 17
FOR FILING

15-2006

January 17, 1940

Mr. A. H. Banwell, Manager
Jackson County Chamber of Commerce
Medford, Oregon

Dear Mr. Banwell:

I have just received your letter of January 15 in regard to the award of the contract for the construction of the state highway department's building in Medford.

I am sorry but it is now too late to make any change in the Commission's disposition of this contract. The low bid, as you know, was submitted by Walter J. Stutte, Portland. The bid was satisfactory to the State Highway Commission and in accordance with its standard policy the contract was awarded to Mr. Stutte the same day that the bids were received.

I can appreciate your desire that this building be erected by a local concern and the Highway Commission would have been glad to award the contract to Whiteside & Son but could not do so and be consistent with its established policy which is to award the contract in each instance to the low bidder.

Regretting our inability to comply with your request and thanking you for your kind expression of gratitude for services rendered by myself, personally, I remain

Very truly yours,

Secretary

HBG:AM

JACKSON COUNTY
CHAMBER OF COMMERCE
MEDFORD, OREGON

January [illegible], 1940

JAN 17

Mr. H. B. Glaisyer, Secretary
Oregon State Highway Commission
Salem, Oregon

Dear Mr. Glaisyer:

This is in further reference to our telephone conversation of a few days ago, at which time you asked for a bidder's form to be sent to Whiteside & Son of Medford.

We find that there was no error in your office and that the form had been mailed, but due to the fact that Whiteside and Son are on a rural route the mail was not delivered until the next day. Anyway, we sincerely thank you for your interest in this matter, and I can assure you that it is appreciated by our local contractor.

We have looked over the bids which were submitted, and we find that the Portland firm which submitted the low bid was approximately $1[illegible] below Whiteside & Son and approximately $2000 below the third highest bidders. The thought occurs to us that on account of the fact that there is such a wide difference between the bids, the Portland firm may wish to withdraw its formal bid or perhaps you may wish to disqualify same, particularly in view of the fact that a local contractor is really at an advantage in erecting this building. Of course, we are naturally interested in having the contract locally and that is the reason for this letter.

Again we want to thank you for your kind interest at the time of our telephone call, and we will be glad to hear when the bid is awarded.

Yours very truly,

A. W. [illegible], Manager

AWF:[illegible]

ANSWERED
H. B. GLAISYER

Gateway to Diamond Lake, Crater Lake National Park, Lake o' the Woods
in "The Shasta Cascade Wonderland"

RECEIVED
JAN 1

January 15, 1940

Mr. Walter J. Stutte
201 Couch Building
Portland, Oregon

Dear Sir:

We are sending you today by express four copies of Contract No. 2272 which was awarded to you on January 12, 1940, by the State Highway Commission, covering the construction of an office building and addition to existing maintenance building at Medford.

Kindly execute all four copies of this contract as to agreement and bond and return them to this office for approval by the State Highway Commission. When this has been secured a fully executed copy will be returned to you for your records and files. We will also send an executed copy to the surety on your bond.

Your special attention is called to the paragraph under Section 5 (page 6) of the General Provisions, relating to the Workmen's Compensation Act. You are expected to accept the terms of this Act and to carry on your work under this contract in strict conformance thereto.

Your attention is also called to the mimeographed page immediately following page No. 59, relating to payment by the contractor of amounts due hospital associations, et cetera.

Very truly yours,

STATE HIGHWAY COMMISSION
By

Secretary

MBL

RECEIVED
JAN 15 [illegible]
FOR [illegible]

January 13, 1940

Mr. Walter J. Stutte
201 Couch Building
Portland, Oregon

Dear Sir:

The State Highway Commission on January 12, 1940, awarded you the contract for construction of a frame office building approximately 26' x 48' and 32' x 40' addition to existing maintenance building at Medford, Jackson County. This award was based on your low bid of $10,767 submitted on that date.

Contract forms will be sent to you for execution within a few days.

Very truly yours,

Secretary

AM

cc - Mr. S. H. Probert
Mr. G. S. Paxson

CONTRACT# [redacted] 2273

18-1112 Dairy Section
Klamath Falls-Lakeview Hwy. 1940

2273

RECEIVED
FEB 3 1942
FOR FILING

18-1112

February 3, 1942

United Pacific Insurance Co.
Jo Stroyan, Agent
Board of Trade Building
Portland, Oregon

Gentlemen:

You are hereby notified that post-final payment on contract No. 2273, with Rogers Construction Company, for construction of the Dairy Section of the Klamath Falls-Lakeview Highway, in Klamath County, will be made on or after February 13, 1942. This settlement will be in the amount of $540.32.

For your information we wish to advise that the total amount paid the contractor in connection with this contract will be $20,304.85, including post-final payment of $540.32. No force account work was performed therein.

Very truly yours,
STATE HIGHWAY COMMISSION

By

Secretary

DD:AM

NOTED
D. DeSart

R

RECEIVED
NOV - 5 1941
FOR FILING

18-111 V

Salem, Oregon
November 4, 1941

H. G. Smith

We are attaching hereto three copies of an agreement with Rogers Construction Company disposing of its claim for extra compensation arising out of its contract No. 2273 for grading, surfacing and oiling the Dairy Section of the Klamath Falls-Lakeview Highway in Klamath County.

One copy has been forwarded to Rogers Construction Company and one copy has been retained by Mr. Glaisyer for his files. Both of these copies were executed.

C. B. McCullough

JM:OA

A G R E E M E N T

THIS AGREEMENT, made and entered into this 30th day of October, 1941, by and between the STATE OF OREGON, by and through its State Highway Commission, hereinafter called the "State", party of the first part, and the ROGERS CONSTRUCTION COMPANY, a partnership, hereinafter called the "Contractor", party of the second part:

W I T N E S S E T H :

THAT WHEREAS, the parties hereto on the twelfth day of January, 1940, entered into a written agreement wherein and whereby the party of the second part agreed to construct, pursuant to the plans and specifications incorporated in said agreement, .51 mile of highway roadbed, crushed rock base and oil mat surface treatment on the Dairy Section of the Klamath Falls-Lakeview Highway in Klamath County; and

WHEREAS, the said contractor filed with the Highway Commission a demand for extra compensation predicated upon extra expense not contemplated in the said agreement in the amount of nine hundred forty-four dollars and seventy-eight cents ($944.78) as set out in said written demand; and

WHEREAS, after due and careful consideration of all of the items and claims made by the said contractor, the parties hereto have mutually agreed upon a settlement as hereinafter set out;

THEREFORE, the premises being in general as above stated, it is hereby mutually agreed by and between the parties hereto as follows:

I. That the several claims made by the contractor for which he requested and demanded payment in addition to the compensation due under said contract as measured by the unit price therein set out, are these:

1. April 11th: Dozer and operator filling well, taking out concrete blocks where gas island was and forms where building previously was,

and filling in old basement. Laborer helping on same picking up rubbish, etc.

Labor	$20.80
Equipment	20.40
	$41.20

2. April 12th: Dozer and operator filling in dirt around buildings that were moved and also building temporary approach to Brewer's Service Station. Blade and operator working on same also.

Labor	$30.80
Equipment	42.40
	$73.20

3. April 13th: Dozer and operator filling in ditch back of Brewer's Service Station. This was previously an irrigation ditch and when buildings were moved a new ditch was made at a different place. Also had to fill in around other buildings so that owner Brewer could get out of place. Also hauled 3 loads of gravel to surface service station approaches.

Labor	$30.80
Equipment	42.40
	$73.20

4. September 24th and 25th: Two laborers landscaping around Brewer station.

Labor	$52.80

5. September 26th: Two laborers landscaping around Brewer station. Shovel loading and hauling material to fill around service station. Two hours for shovel and two hours each for two 5-yard trucks. Two laborers worked eight hours each.

Labor	$31.80
Equipment	25.00
	$56.80

6. September 27th: Shovel loading and hauling material to fill around landscaped areas, Brewer Service Station, post office and Jones Service Station approaches and driveways. Four hours for shovel and four hours each for two 5-yard trucks.

Labor	$37.20
Equipment	50.00
	$87.20

7. September 28th: Shovel digging hazards in front of Brewer's station from gas islands to highway and also connections on Bonanza Junction connection. Eight hours for shovel and eight hours each for two 5-yard trucks. Also used blade and operator four hours.

Labor	$54.00
Equipment	111.00
	$165.00

8. September 30th: Shovel digging landscaped areas in front of service stations and post office. Eight hours for shovel, six hours each for two 5-yard trucks and 3 hours for blade and operator.

Labor	$23.10
Equipment	94.25
	$117.35

9. October 1st: Three laborers finishing around hazard sump areas. Shovel digging same at Jones store. One 5-yard truck four hours and one 5-yard truck two hours.

Labor	$42.90
Equipment	43.00
	$85.90

10. October 2nd, 3d, 4th, 5th: Laborers finishing around hazard sump, pump at Jones Service station, landscaping around sumps and buildings.

Labor	$57.60

11. October 24th: Two laborers finishing in sump holes and dressing up with fine crushed rock.

Labor	$12.00

12. October 25th: One laborer four hours and one laborer eight hours finishing up around sump holes, driveways, etc. around the post office and service stations.

Labor	$8.40

Total Claim

Labor for April	$82.40	
" " September	198.90	
" " October	120.90	
		$402.20
Ind. Acc. Ins. 3%	$12.07	
Social Security 1%	4.02	
Unemp. Comp. 3%	12.07	
		28.16
Contractor's 15% on Labor		64.55
Equipment Rentals		428.45
Contractor's 5% on Equipment		21.42
Total		$944.78

II. Of the above enumerated claims the following by mutual agreement have been allowed in the following amounts.

Claim 1 - April 11th: Denied, being items of work covered by Clearing and Grubbing performed within the rights of way limits and incidental to the job.

Claim 2 - April 12th: Blade work eliminated as being on temporary approach and within the contract. Claim allowed in the amount of $20.80.

Claim 3 - April 13th: Denied as having been paid on yardage basis.

Claim 4 - September 24th and 25th: Allowed in full, $52.80.

Claim 5 - September 26th: Equipment used for roadbed excavation and paid for under that item. Labor allowed in the amount of $26.40.

Claim 6 - September 27th: Equipment used on roadbed excavation and paid for by yardage. Labor allowed in the amount of $26.40.

Claim 7 - September 28th: Total claim allowed in the amount of $165.00.

Claim 8 - September 30th: Total claim allowed in the amount of $117.35.

Claim 9 - October 1st: Labor on finishing allowed in the amount of $33.60.

Claim 10 - October 2nd, 3d, 4th and 5th: Total claim allowed in the amount of $57.60.

Claim 11 - October 24th: Denied. (Apparently a mistake as the job was finished before that date.)

Claim 12 - October 25th: Denied. (Apparently a mistake as the job was finished before that date.)

Total Allowed

Labor for April	$20.80	
" " September	182.70	
" " October	91.20	
		$294.70
Ind. Acc. Ins. 3%	$8.84	
Social Security 1%	2.95	
Unemp. Comp. 3%	8.84	
		20.23
Contractor's 15% on Labor		44.21
Equipment Rentals		225.25
Contractor's 5% on Equipment		11.26
		$595.65

(Brought forward)	$595.65
Less 251.5 cu. yds at $0.22 (Included in estimate)	55.33
Total	$540.32

III. The State shall pay to the contractor, as full, complete and final payment, the sum of $540.32, which sum is made up of claims enumerated in paragraph II hereof.

IV. In consideration of the payment of the sum of $540.32, the contractor agrees and does accept the said sum of money as full, complete and final payment for all claims of every kind and character, whether for work accomplished or for damage sustained or loss incurred from any cause whatsoever, by reason of said additional work done on the Dairy Section, and hereby expressly waives any further claim of any kind or character against the State by reason of any act or conduct on the part of the State Highway Commission, its officers, agents or employees.

V. A fully executed copy of this agreement shall be attached to and made a part of the original agreement entered into by these parties under date of January 12, 1940, which is otherwise identified as State Highway Contract No. 2273, and shall be deemed a part thereof, but nothing in this agreement shall be construed to in any way change, modify or alter said original agreement but shall be deemed a supplement thereto with respect to claims for additional compensation for extra work performed under said contract.

IN WITNESS WHEREOF, the parties hereto have subscribed their names the day and year first above written.

APPROVED:

State Highway Engineer

ATTEST:

Secretary

STATE OF OREGON, by and through
its State Highway Commission

By______________________
Chairman

By______________________
Commissioner

By______________________
Commissioner

ROGERS CONSTRUCTION COMPANY

Witness: ______________________

By______________________
President

By______________________
Secretary

RECEIVED
NOV - 4 1941
FOR FILING

18-1112

R

November 3, 1941

Rogers Construction Company
Dayton, Washington

Gentlemen:

I han[illegible]u herewith an executed copy of an agreement between yourselves and the State Highway Commission disposing of your claim for extra compensation arising out of your contract No. 2273 for grading, surfacing and oiling the Dairy Section of the Klamath Falls-Lakeview Highway, in Klamath County.

Very truly yours,

HBG:AM

Secretary

SALEM
November 3, 1941

Mr. C. B. McCullough

I am returning to you herewith four copies of an agreement with Rogers Construction Company disposing of its claim for extra compensation arising out of its contract No. 2273 for grading, surfacing and oiling the Dairy Section of the Klamath Falls-Lakeview Highway, in Klamath County. I have retained the original of this agreement for the Commission's records and files and have forwarded one executed copy to Rogers Construction Company. The attached copies are for further handling by you.

Mr. Baldock has not signed the attachec copies although he did sign the file copy and the one for Rogers Construction Company.

HBG:AM

Secretary

W. R. Rogers

Donald C. Rogers

ROGERS CONSTRUCTION CO.

General Road Contractors

Dayton, Washington

RECEIVED

18-1112

October 22, 1941

Mr. H. G. Smith, Construction Engineer
Oregon State Highway Commission
Salem, Oregon

Dear Sir:

Enclosed are the four copies of an agreement which you sent us in connection with our claim for additional work on the Dairy Section of the Klamath Falls-Lakeview Highway in Klamath County. All four copies have been signed in accordance with your request.

We appreciate very much the cooperation you have given us in taking care of this claim.

Very truly yours,

ROGERS CONSTRUCTION CO.

WRRogers

WRR en

REFERRED TO
[illegible]
BY SECRETARY
[illegible]

REFERRED TO
Mr Baldock
BY SECRETARY
& sign

OCT 23 1941

a

il 25th, 1941

RECEIVED
1941
FOR FILING
R.H. Baldock

18-1112

NOTED
State Highway Engineer

FINAL COST ANALYSIS
Dairy Section
Klamath Falls-Lakeview Hwy. in Klamath County
Contract No. 2273 Prefix 18-1112
Rogers Construction Co., Contractors
J. B. Weaver, Resident Engineer

Item	Cost	Quantity	Unit Cost	Unit Bid	Gross Revenue
Clear and Grub	$1,338.41	100%		$2000	$2,000.00
Trench Excavation	179.74	238.6 cu. yd.	$0.753	$1.00	238.60
Excavation, Single Class	2,567.63	9,257.3 " "	0.277	0.22	2,036.61
Truck Haul	68.42	311.9 yd. mi.	0.219	0.20	62.38
Finishing Roadbed & Slopes	280.90	0.62 Mile	453.06	400.00	248.00
18" Corr. Iron Pipe	599.30	314 lin. ft.	1.909	2.50	785.00
24" " " "	197.94	64 " "	3.093	3.50	224.00
36" " " "	384.18	64 " "	6.00	6.00	384.00
48" " " "	764.79	90 " "	8.498	8.00	720.00
Salvaging Culvert Pipe	165.03	92 " "	1.794	2.25	207.00
4½"-2" Rock in Base	4,349.99	2,710 cu. yd.	1.605	1.00	2,710.00
3/4"-0" " " " & Shldrs.	2,558.63	1,594 " "	1.605	1.25	1,992.50
Sprinkling	87.04	64 M-Gal.	1.360	1.25	80.00
Preparation of Base	97.26	0.62 Mile	156.87	200.00	124.00
Mineral Aggregate in Place	1,937.95	622 cu. yd.	3.116	3.30	2,052.60
Asphalt in Place	919.52	38.54 Ton	23.86	20.00	770.80
RC-3 Asphalt in Seal Coat	347.97	14.22 "	24.47	20.00	284.40
3/4"-½" Cr. Rock in Stockpile	2,937.33	2,258.6 cu. yd.	1.301	1.25	2,823.25
½"-¼" " " " "	1,542.41	1,186.0 " "	1.301	1.25	1,482.50
¼"-#10 " " " "	685.11	526.8 " "	1.301	1.25	658.50
PA #1, 12" Conc. Culv. Pipe	347.58	348 lin. ft.	1.00	1.00	348.00
Purchase Screen Rejections	149.98	599.9 cu. yd.	0.25	0.25	149.98
Haul " "	1.20	12.0 yd. mi.	0.10	0.10	1.20
	$22,508.31				$20,383.32

NOTED
State Highway Engineer

Dairy Section Final Cost Analysis

Total Cost	$22,508.31
Gross Revenue	20,383.32
Net Loss	$2,124.99

Net Loss Equals 10.43% of Gross Revenue

Contract 2273

Details of Cost

Labor:

Supervision	$356.40	
Labor	7,553.52	
State Industrial Accident 3% of P/R	237.30	
Unemployment Compensation 3% of P/R	237.30	
Old Age Benefit 1% of P/R	79.09	
		$8,463.61

Materials:

18" Corr. Iron Pipe	314	lin. ft.	at $1.30	$408.20	
18" " " Bands	16		" 1.82	29.12	
24" " " Pipe	64	lin. ft.	" 2.00	128.00	
24" " " Bands	4		" 2.30	9.20	
36" " " Pipe	64	lin. ft.	" 4.00	256.00	
36" " " Bands	4		" 3.60	14.40	
48" " " Pipe	90	lin. ft.	" 5.40	486.00	
48" " " Bands	6		" 4.85	29.10	
12" Concrete Pipe	348	lin. ft.	" 0.65	226.20	
Asphalt	38.54	Ton	" 11.50	443.21	
RC-3 Cutback Asphalt	14.22	"	" 11.50	163.53	
					2,192.96

Miscellaneous:

Equipment Rental (Incl. Repairs)	$7,446.81	
Gas, Oil and Grease	3,467.30	
Miscellaneous Expenses	305.75	
Overhead Expense	203.83	
Home Office Expense	224.22	
Bond	203.83	
		11,851.74
Total Cost		$22,508.31

Contract 2273

Analysis of Crushing Cost

	Cost	Quantity	Unit Cost
Move In & Set Up	$729.72	8,897.4 cu. yd.	$0.0820
Drill & Shoot	943.90	" " "	0.1061
Load Quarry Material	2,071.58	" " "	0.2328
Haul Quarry Mat'l to Plant	1,565.03	" " "	0.1759
Plant Operation	4,559.00	" " "	0.5124
Cost in Bunker	$9,869.23	8,897.4 cu. yd.	$1.1092

The contractor started drilling the quarry on July 24th, 1940, and completed this work August 13th. The crushing plant was moved in September 9th, and set-up was finished October 1st, when crushing operations were started with the production of 4½"-2" and 3/4"-0" base rock. 4,304 Cu. yds. of base material were produced in 180 hours of operation at an average rate of 24 cu. yd. per hour. Following this, 622 cu. yds. of mineral aggregate were produced and placed in stockpile ½-mile from the plant in 28 hours at an average rate of 22 cu. yd. per hour. 3,971 Cu. yd. of crushed rock in stockpile were then produced in 184 hours at an average rate of 22 cu. yd. per hour. The crushing plant consisted of a 13" Gyratory crusher, a 36" cone recrusher, a triple-deck 4' x 10' and a 4-deck 4' x 10' screen, 140 ft. of 30" conveyor belt, 50 ft. of elevator bucket line, and was powered by an 85 h.p. Cummins diesel and a 120 h.p. Budda diesel engine. Quarry material was loaded by a 1¼-yard Lorain shovel, and material was hauled to the plant in two 5 cu. yd. pit trucks.

a

Contract 2273

REMARKS:

This was a State Project and consisted of construction of 0.51 mile of highway roadbed and crushed rock base, application of 0.51 mile of oil mat surface treatment (Type 0-11 Modified), furnishing 4,000 cu. yd. of crushed rock in stockpiles and other incidental work. The contract was bid and awarded January 12th, 1940. Work was started January 31st, suspended April 27th for lack of a crushing plant, resumed July 25th and completed October 21st, 1940.

All the clearing and most of the grading work was done between February 1st and May 1st, when weather was very unfavorable. Production was slow and costs consequently high.

It was necessary to close the job down for three months until a crushing plant, then operating at Modoc Point, was available. Two months were required to shoot the quarry and erect the crushing plant, and rock production was completed in 3½ weeks.

Asphalt was laid in one week, and the cutback asphalt in the seal coat required one day's operation. Oil was spotted and heated in Dairy.

The long time required to finish the job and low bid prices on rock items contributed to the loss on this job.

E. H. Clymer
Cost Analyst

By . . M. G. Smith

RECEIVED
JAN 4 1941
FOR FILING

1R-1112

January 3, 1941

United Pacific Insurance Company
Jo Stroyan, Agent
Board of Trade Building
Portland, Oregon

Gentlemen:

You are advised that state highway contract No. 2273 for grading, surfacing and oiling the Dairy Section of the Klamath Falls-Lakeview Highway, in Klamath County, has been completed and that final payment to the contractor, Rogers Construction Company, will be made on or after January 13, 1941.

The state is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the state assumes no responsibility for any such claims should there be any.

This notice is served upon you since you appear as surety on the bond furnished by the contractor. Kindly acknowledge receipt of this letter.

For your information we wish to advise you that the total amount paid the contractor in connection with this contract will be $19,764.53. No force account work was performed therein.

Very truly yours,

STATE HIGHWAY COMMISSION

By

DD:AM

Secretary

NOTED
D. G. DeSart

RECEIVED
NOV 8 1940
FOR FILING

18-1112

November 7, 1940

United Pacific Insurance Co.,
Jo Stroyan, Agent
Board of Trade Building
Portland, Oregon

Gentlemen:

This is to advise you that it is the intention of the State Highway Commission to make semi-final payment to Rogers Construction Company on Contract No. 2273 which covers the grading, surfacing and oiling of the Dairy Section of the Klamath Falls-Lakeview Highway, in Klamath County. This payment, in the amount of $6,688.42, will be made on or after November 18, 1940. The retained percentage amounts to $1,479.98.

The State is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues, or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the State assumes no responsibility for any such claims should there be any.

Please acknowledge receipt of this letter.

Yours very truly,

HBG:MC

Secretary

Form E-1—5M—5-40

OREGON STATE HIGHWAY COMMISSION
FIELD ENGINEER'S WEEKLY REPORT
FOR CONSTRUCTION PROJECTS ONLY

For Week Ending October 26 1940, 19

Section Dairy

Kind of work Grading Surfacing & Oiling

Highway Klamath Falls - Lakeview

Section prefix 18-1112

Contractor Rogers Const Co

Contract number 2273

Date of contract January 12 1940, 19

Date of completion July 15 1940, 19

Date work started January 31 1940, 19

Estimated date of completion October 31 1940, 19

Amount of contract $ 19733.00

Per cent of time elapsed 153 %

Estimated cost of completed project, exclusive of engineering $ 20383.32

Per cent of contract completed, based on total contract price 100 %

Engineering cost to date, $ 1560.00, %

Date project was completed October 21 1940, 19

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

Production of maintenance materials was completed on Monday of this week - completing all work to be done on the project.

The semi-final has been completed with the exception of a little work on the records and should be forwarded from this office the fore part of next week.

Street Inspector, H.V.Simmons, is being allowed time off at present for extra time put in during the summer and will take his 1940 vacation before reporting for another assignment, on November 23rd, unless called back before that date.

Material Inspectors, [illegible].J.McKeown, F.[illegible].McReynolds and [illegible].C.Chase, have been transferred to the survey crews as chainmen.

NOTED

NOTED
RAY WEBBER

Signed

Address Klamath Falls Oregon

NOTED
VAN SCOY

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project					
Miles partially completed					
Miles completed					
Total estimated quantities					
Estimated quantities moved or placed to date					
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day					
Hours per shift					
Average force on project for week					

Percentages of men employed on contract to be secured from:

.... County, ...%; .... County, ...%; .... County, ...%; .... County, ...%

	NUMBER USED AND SECURED FROM					CONTRACTOR'S KEY MEN, ETC.	TOTAL
	COUNTY	COUNTY	COUNTY	COUNTY	OTHER SOURCES		
Men							
Men and teams							
Men and trucks under 3 tons							
Men and trucks over 3 tons							
Men and tractors							

Equipment used during week: Shovels ...., Power graders ...., Rollers ...., Mixers ...., Crushing or screening plants ....,

Compressors ...., Bulldozers ...., Sheet-foot rollers ...., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday			
Monday			
Tuesday			
Wednesday			
Thursday			
Friday			
Saturday			

STATE PRINTING DEPT.

January 26, 1940

ROGERS CONSTRUCTION COMPANY
Box C-4
Dayton, Washington

Gentlemen:

We are sending you today by express a fully executed copy of each of the following contracts which were awarded to you on January 11 and 12, respectively, by the State Highway Commission:

Contract No. 2266 - Furnishing crushed rock in stock piles on the Chemult-Fort Klamath Section of The Dalles-California and Sand Creek Secondary Highways, in Klamath County

Contract No. 2273 - Grading, surfacing, and oiling the Dairy Section of the Klamath Falls-Lakeview Highway, in Klamath County

These copies are for your records and files.

Very truly yours,

STATE HIGHWAY COMMISSION
By

Secretary

MBL

12-1112

January 16, 1940

ROGERS CONSTRUCTION COMPANY
Box C-4
Dayton, Washington

Gentlemen:

We are sending you today by express four copies pf Contract No. 2273 which was awarded you by the State Highway Commission on January 12, 1940, covering the construction of the Dairy Section of the Klamath Falls-Lakeview Highway, in Klamath County.

Kindly execute all four copies of this contrast as to agreement and bond and return them to this office for approval by the State Highway Commission. When this has been done a fully executed copy will be returned to you for your records and files. We will also send an executed copy to the surety on your bond.

Your special attention is called to the paragraph under Section 5, page 14, of the printed General Provisions, relating to the Workmen's Compensation Act. You are expected to accept the terms of this Act and to carry on your work under this contract in strict conformity thereto.

Your attention is also called to the mimeographed page immediately following page No. 32 of the mimeographed Special Provisions, relating to payment by the contractor of amounts due hospital associations, et cetera.

Very truly yours,

STATE HIGHWAY COMMISSION
By

Secretary

MBL

RECEIVED
JAN 15
FO
15 112

January 13, 1940

Rogers Construction Co.

Dayton, Washington

Gentlemen:

The State Highway Commission on January 12, 1940, awarded you the contract for 0.51 mile grading, surfacing and oiling, also furnishing of 4,000 cu. yds. crushed rock in stock piles on the Dairy Section of the Klamath Falls-Lakeview Highway, in Klamath County. This award was based on your low bid of $19,733 submitted on that date.

Contract forms will be sent to you for execution within a few days.

Very truly yours,

AM

Secretary

cc - Mr. S. H. Probert
Mr. G. S. Paxson

CONTRACT#2274

20-1205 Cushman-Swisshome Section
Siuslaw Highway 1940

2274

FORM E-30 REVISED

RECEIVED
[illegible] 1940
FOR FILING

[illegible]

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Cross Referenced to
7 & A/C
Rock
[illegible]

Roseburg, Oregon
October 25, 1940

Subject: Crushed Rock sold to Lane County at Mapleton.

Cross Referenced to
[illegible]
[illegible]

To:

Mr. S. H. Probert
Office Engineer

L

Dear Sir:

In answer to Mr. Parsons' letter of October 23 relative to the above matter, we wish to recommend that the bill be allowed to stand as is. Apparently the oiling crew was not too careful in measuring the amounts taken from stockpiles and also the amounts shown by their reports were truck measures which should be reduced 5 % to equal stockpile measurements.

Since the County has paid for all except 2.1 cubic yards, we will advise them that they may have the rest of the rock remaining in the stockpile.

In connection with this matter, we wish to call to your attention that on July 1 we write advising that the County would be billed only for the rock actually used in the oiling work and that we would keep any material left over. This was on the assumption that the rock would be piled on our site at Mapleton. However, it was actually stockpiled on the County's own site along a County Road.

Very truly yours,

H. D. LYTLE
Division Engineer

By: R. B. Lippold

Office Engineer

rbs:g

Sus

FOR FILING

20-1205

20-4205

Salem, Oregon
October 25, 1940

Mr. K. D. Lytle
Highway Division Engineer
Roseburg, Oregon

Dear Sir:

We have been handed J. G. Toole's letter of October 8, addressed to J. N. Bishop, stating that there are 25 cu. yds. of oil rock still remaining on hand at the county storage site near Mapleton, which rock was not required in the oiling of the Siuslaw County Road for Lane County.

In the bill submitted to Lane County, September 4, 1940, there was included a total of 178 cu. yds. of the three sizes of rock, at $2.09 per cu. yd. This quantity of rock was according to the final report of Oil Crew No. 5. Lane County has paid that bill, which included all but 2.1 cu. yds. of the original amount of 180.1 cu. yds. as stockpiled under Contract No. 2274.

According to your letter of July 1, addressed to Mr. Probert, we were advised that the State would keep whatever rock was left over. Lane County has already paid for all the rock stockpiled, except 2,1 cu. yds. It looks like there might be some error in the Oil Crew reports of rock used. Will await your further recommendations before doing anything about the extra billing against Lane County. A sheet is attached hereto giving the amounts of various sizes of rock handled in this work.

Very truly yours,

R. H. BALDOCK
Chief Engineer

By

S. H. Probert
Office Engineer

Leave rock for Lane County
K.D.L.

Dictated by L. E. Parsons/ER

cc to J. N. Bishop

Encl.

CRUSHED ROCK STOCKPILED FOR

LANE COUNTY AT M. P. 14.47, SIUSLAW HIGHWAY

Stockpiled on Contract 2274, 5-25-1940.

3/4" - ½"- - - - - - -	93.1	cu. yds.
½" - ¼"- - - - - - -	60.3	" "
¼" - 0"- - - - - - -	26.7	" "
	180.1	" "

Billed Lane County 9-4-1940. Quantities taken from Oil Crew Report at completion of jobs.

3/4" - ½"- - - - - - -	72.5	cu. yds.
½" - ¼"- - - - - - -	88.0	" "
¼" - 0"- - - - - - -	17.5	" "
	178.0	" "

Balance in Stockpile 10-8-1940 as reported by J. G. Toole.

3/4" - ½"- - - - - - -	15.0	cu. yds.
½" - ¼"- - - - - - -	3.0	" "
¼" - 0"- - - - - - -	5.0	" "
	23.0	" "

Thornton;-

Please show credit distribution. Also, if possible, show the PO number on which the rock was purchased.

WT

Contract # 2274

9-5-40

21⁰⁵ Refunded

1150⁰⁰

COMMISSION

NDENCE

ORK THROUGH
LL AMOUNT OF
AS NOT USED
YOU THE AMOUNT
S MAY BE CHARGED
LING.

NG, OR ON HAND

YDS.
"
"
YDS.= $48.07

IS $2.09 PER

LY TRULY YOURS

J G Toole

S. G. TOOLE
DIST. MAINT. SUPT.

JGT:CT
cc:K.D.LYTLE

Mr. W. Townsend:

Rock was secured as an addition to contract project and cost should be credited to prefix No. 20-1205, contract No. 2274.

Jos. G. Toole
CT

RECEIVED
OCT 9 - 1940
OFFICE OF
MAINTENANCE ENGINEER

Revised—30M—1-40

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

EUGENE OREGON.
OCTOBER 8, 1940.

Subject:

To: MR. J. N. BISHOP
MAINTENANCE ENGINEER
SALEM OREGON.

ATT. MR. W. TOWNSEND

L

DEAR SIR:

IN PERFORMING OILING WORK THROUGH TOWN OF MAPLETON FOR LANE COUNTY, A SMALL AMOUNT OF THE OIL ROCK AS SECURED FOR THIS WORK WAS NOT USED AND MR. LYTLE HAS ASKED THAT I FURNISH YOU THE AMOUNT OF THE ROCK REMAINING IN ORDER THAT THIS MAY BE CHARGED TO THE COUNTY ALONG WITH THE COST OF OILING.

THE QUANTITIES REMAINING, OR ON HAND AT THIS TIME ARE AS FOLLOWS:

3/4 - 1/2	15 CU. YDS.
1/2 - 1/4	3 " "
1/4 - 0	5 " "
TOTAL	23 CU. YDS. = $48.07

THE PRICE OF THIS ROCK IS $2.09 PER CUBIC YARD.

VERY TRULY YOURS

JGToole

JOS. G. TOOLE
DIST. MAINT. SUPT.

JGT:CT
CC:K.D.LYTLE

Mr. W. Townsend:

Rock was secured as an addition to contract project and cost should be credited to prefix No. 20-1205, contract No. 2274.

Jos. G. Toole
CT

RECEIVED
OCT 9 - 1940
OFFICE OF
MAINTENANCE ENGINEER

Salem, Or[illegible]on, SEPTEMBER 4, 1940

COUNTY COURT

EUGENE, OREGON

To OREGON STATE HIGHWAY COMMISSION, Dr.

Invoice No.

For cost of oiling .847 miles of O-30 specification on Siuslaw County Road by State Highway Oiling Crew No. 3 during the month of July 1940.

Labor	$ 157.43
Industrial Accident Insurance	6.30
Rent of Equipment	130.43
Road Oil	319.01
Mineral Aggregate	372.02 – 178 yds at 2.09
Gas & Oil	99.95
Tools and Equipment	3.00
Miscellaneous Charges	1.00
Supervision and Overhead	39.81
	$1,128.95

CREDIT: 7421-594 - $756.93
20-4205-290- $372.02

Warrant No. 16480, dated May 28, 1940 deposited by Lane County	$1,150.00
Amount of above invoice	1,128.95
Balance to be refunded to Lane County	$ 21.05

Salem, Oregon, AUGUST 31, 19~~3~~40

NE COUNTY COURT

EUGENE, OREGON

51.28 × 16480
1150

To **OREGON STATE HIGHWAY COMMISSION**, Dr.

Invoice No.

For cost of oiling .847 miles of O-30 specification on Siuslaw County Road by State Highway Oiling Crew No. 3 during the month of July 1940.

Labor	$ 157.43
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Road Oil	319.01
Mineral Aggregate	372.02
Gas and Oil	99.95
Tools and Equipment	3.00
Miscellaneous Charges	1.00
Supervision and Overhead	39.81
	$1,128.95

CREDIT: 7421-594
$1,128.95

756.93
[illegible]
1124.95
20. 2305. 290. 372.02

pied to County
at 2.09 = 376.41
on Contract 2274
Cushman - Swisshome
20 - 4205

COMMISSION

ONDENCE

....
....

an-Swisshome Rock
ction Project

Dear Sir:

Reference is made to your letter of June 20th, relative to the rock stockpiled for Lane County, under the above project.

The County will be billed only for the rock actually used in the oiling work and if there is any left after that is completed, we will simply keep the material.

Very truly yours,

K. D. LYTLE
Division Engineer

KDL:G

RECEIVED
2 1948

Revised—35M—4-40

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Roseburg, Oregon
July 1, 1940

Subject: Cushman-Swisshome Rock Production Project

To:

S. H. Probert
Office Engineer

Dear Sir:

Reference is made to your letter of June 20th, relative to the rock stockpiled for Lane County, under the above project.

The County will be billed only for the rock actually used in the oiling work and if there is any left after that is completed, we will simply keep the material.

Very truly yours,

K D Lytle
K. D. LYTLE
Division Engineer

KDL:G

RECEIVED
JUL 2 1940

Salem, Oregon
June 28, 1940

Mr. K. D. Lytle
Highway Division Engineer
Roseburg, Oregon

Dear Sir:

Your letter of June 26, concerning the rock stockpiled for Lane County under the Cushman-Swisshome Rock Production Project clarifies this matter for us. The confusion was occasioned by the fact that Lane County's deposit was recorded as a deposit for oiling work and not as a deposit for the furnishing of rock in stockpile.

We have no objection to charging Lane County at the $2.00 price, if you think it advisable, but would like to suggest that in the interest of uniformity throughout the State, future billings for rock take into consideration the length of the haul involved in making delivery to the stockpile. It is easier to maintain a consistent policy on that basis.

To complete the record, please advise whether the County is to be billed for the entire quantity of rock stockpiled or for only the quantity used in the oiling work.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

SHP:ER

cc to Mr. J. N. Bishop

Revised—30M—1-40

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Roseburg, Oregon
June 26, 1940

Subject: Rock for Lane County

To:

S. H. Probert
Office Engineer

Dear Sir:

Reference is made to your letter of June 19th relative to the rock which was stockpiled, for Lane County, at M. P. 14.47, in connection with the Cushman-Swisshome Rock Production Project, Contract 2274.

Some time ago, the County Court asked us to do oiling work in the town of Mapleton, and permission was given by the Maintenance Department. The County has a check, covering the cost of this work, on deposit with the Maintenance Department; this amount is sufficient to take care of both the work and the materials to be used.

When the estimate was made up, for this job, we advised the County, the rock would be charged for at $2.09 a yard, which was our price on the Rock Production Job. We realized there should probably be a little less charged for this material, due to the haul being shorter than the average, but we have found that it is hard to get all of our costs in on these jobs; as a result, we thought that the average price of $2.09 would be satisfactory.

On these oiling jobs, we generally do not charge for moving, nor do we charge for any of the time of our Maintenance Superintendents who have to prepare the estimates and look after the work itself.

When the work has been completed and the bill made up, we will credit the Contract 2274 with whatever rock is used on the County oiling.

Very truly yours,

K D Lytle

K. D. LYTLE
Division Engineer

KDL:G

Salem, Oregon
June 19, 1940

Rock for Lane County on
Contract No. 2274.

Mr. K. D. Lytle
Highway Division Engineer
Roseburg, Oregon

Dear Sir:

According to the final records received on the Cushman-Swisshome Rock Production Project, Contract No. 2274, there were 180.1 cubic yards of material stockpiled at mile point 14.47 for Lane County.

It would indicate from the records that Lane County is to be billed for the cost of the rock, but we fail to find any correspondence authorizing the stockpiling of the rock, nor any agreement or letter from the county requesting the material. Will you please advise what arrangements were made, and with whom, so that the bill can be submitted to the right county official.

The unit price as computed by the Engineer to apply to Lane County's rock was $2.09, which is the average cost of the rock for the entire job after the adjustment is made in the hauling costs. It would seem unfair, however, to charge the county for the average haul cost since the rock was stockpiled within the first half mile of the origin of haul (mile point 14.27). If we charge the county for the net cost of the rock, plus only the one-half mile haul, it would reduce the unit price to $1.864 per cubic yard.

This reduced price is computed as follows:

Average contemplated haul on project- - - - - - - - - -	-2.86 miles
Specified price for haul adjustment - - - - - - -	-$0.10 per yd. mi.
Contract bid price per cubic yard in place- - - - - - -	$2.100
Contemplated cost per cubic yard for hauling- - - - - -	.286
Contemplated net cost of rock at origin - - - - - - - - -	$1.814
Add one-half mile haul for county rock- - - - - - - - - -	.050
Actual cost of rock for Lane County - - - - - - - - - - -	$1.864

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by L. E. Parsons/ER
cc H. G. Smith

R.H. Baldock

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FOR FILING

20-1205

September 28th, 1940

FINAL COST ANALYSIS
Cushman-Swisshome Rock Production
Siuslaw Highway in Lane County
Contract 2274   Prefix 20-1205
Eugene Sand & Gravel Co., Contractors   E. E. Umphlette, Resident Engineer

Item	Cost	Quantity	Unit Cost	Unit Bid	Gross Revenue
1¼"-3/4" Cr. Mat'l in S.P.	$ 990.87	498.1 cu. yd.	1.989	2.10	$1,046.01
3/4"-¼" " " " "	4,965.88	2,496.3 " "	1.989	2.10	5,242.23
½"-¼" " " " "	5,531.64	2,780.7 " "	1.989	2.10	5,839.47
¼"-0" " " " "	2,417.79	1,215.4 " "	1.989	2.10	2,552.34
E.W.O. #1 Construct Road Approach	82.36				77.71
Haul Adjustment (In favor of State)	________	699.05 yd. mi.		0.10	- 69.91
	$13,988.54				$14,687.85

Gross Revenue	$14,687.85
Total Cost	13,988.54
Net Profit	$699.31

Net Profit Equals 4.76% of Gross Revenue

NOTED
State Highway Engineer

Contract 2274

Details of Cost

Labor:			
Labor		$1,056.98	
State Industrial Accident	5¼% of P/R	55.49	
Unemployment Compensation	3% of P/R	31.71	
Old Age Benefit	1% of P/R	10.56	$1,154.74
Miscellaneous:			
Equipment Rental (Incl. Repairs)		$337.45	
Gas, Oil and Grease		56.21	
Hired Trucks (Incl. Gas, Oil & Grease)		1,079.28	
Cr. Rock at Eugene	6,990.5 cu. yd. at $0.75	5,242.88	
Frt. on Rock to Mapleton	8,793.5 Ton at 0.65	5,715.98	
Misc. & Overhead Expense		108.00	
Home Office Expense		147.00	
Bond		147.00	12,833.80
Total Cost			$13,988.54

Contract 2274

REMARKS:

This was a State project and consisted of furnishing 6,990 cu. yds. of crushed rock in stockpiles. The job was bid and awarded January 12th, 1940. Work was started March 26th and completed May 25th, 1940.

Crushed gravel was placed in rail cars at the contractor's commercial plant in Eugene. Freight to Mapleton cost $0.0325 per cwt. or $0.65 per ton. Weight of various sizes of rock per cu. yd. was as follows:

Size	Lbs. per Cu. Yd.
1¼" - 3/4"	2577
3/4" - 1/2"	2514
1/2" - 1/4"	2452
1/4" - 0	2643
Average	2516

Freight averaged $0.8177 per cu. yd.

A 10 B clamshell 3/8 cu. yd. shovel and one laborer unloaded material from the cars to trucks, averaging 45 cu. yd. per hour at a cost of $0.12 per cu. yd. From two to six hired trucks hauled to stockpiles at a cost estimated at $0.055 per yard mile. Two men worked on stockpiling at a cost of $0.04 per cu. yd.

This job was greatly simplified by getting the material from the contractor's commercial plant. Other operations were carried on without any difficulties, and the job showed a slight profit.

E. H. Clymer
Cost Analyst

By . . M. G. Smith

RECEIVED

HANSEN & ROWLAND INC.
GENERAL AGENTS
TACOMA - SEATTLE - PORTLAND
SURETY BONDS GENERAL INSURANCE
TACOMA, WASHINGTON

H. T. HANSEN, PRES.
I. O. ROWLAND, SECY

20-1202

July 15, 1940

THIS COMMUNICATION IF SIGNED AS AGENT OR AGENTS SHALL BIND IN SUCH CAPACITY ONLY.
PLEASE ADDRESS ALL COMMUNICATIONS TO HANSEN & ROWLAND INC., NOT TO INDIVIDUALS.

Oregon State Highway Commission
Salem, Oregon

Gentlemen:

This is to acknowledge receipt of your letter of July 11th, stating that State Highway Contract No. 2274, for furnishing crushed rock in stock piles on the Cushman-Swisshome Section of Siuslaw Highway, in Lane County, has been completed by the Eugene Sand & Gravel Company and that final settlement will be made on or after July 22, 1940.

Yours very truly,

HANSEN & ROWLAND, INC.
General Agents

By A Van R Schermerhorn
A. Van R. Schermerhorn
Mgr. Surety Bond Dept.

HM

NOTED
D.G. DeSart

RECEIVED
JUL 12 1940
FOR FILING

20-1585

July 11, 1940

MARYLAND CASUALTY COMPANY
c/o Hansen & Rowland, Inc.
Washington Building
Tacoma, Washington

Gentlemen:

You are hereby notified that State Highway Contract No. 2274, for furnishing crushed rock in stock piles on the Cushman-Swisshome Section of the Siuslaw Highway, in Lane County, has been completed by the contractors, Eugene Sand and Gravel Company, and that final settlement will be made by the state with said contractors for work done under said contract, on of after July 22, 1940.

The state is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the state assumes no responsibility for any such claims should there be any.

This notice is served upon you as you appear as surety on the bond furnished by the above contractor. Kindly acknowledge receipt of this letter.

For your information we wish to advise that the total amount paid the contractors in connection with this contract will be $14,692.96, including final payment.

Very truly yours,

STATE HIGHWAY COMMISSION
By

Secretary

DOD:MBL

RECEIVED
JUN 27 1940
FOR FILES

20-1205

HANSEN & ROWLAND INC.
GENERAL AGENTS
TACOMA - SEATTLE - PORTLAND
SURETY BONDS GENERAL INSURANCE
TACOMA, WASHINGTON

H. T. HANSEN, PRES.
T. C ROWLAND, SECY

June 26, 1940

THIS COMMUNICATION IF SIGNED AS AGENT OR AGENTS SHALL BIND IN SUCH CAPACITY ONLY.
PLEASE ADDRESS ALL COMMUNICATIONS TO HANSEN & ROWLAND INC., NOT TO INDIVIDUALS.

Oregon State Highway Commission
Salem, Oregon

Gentlemen:

This is to acknowledge receipt of your letter of June 25th advising that it is the intention of the State Highway Commission to make semi-final payment to the Eugene Sand & Gravel Company on their contract no. 2274, for furnishing crushed rock in stock piles on the Cushman-Swisshome Section of the Siuslaw Highway, in Lane County.

Yours very truly

HANSEN & ROWLAND, INC.
General Agents

By
Surety Bond Dept.

HM/bw

NOTED
D.G. DeSart

RECEIVED
JUN 26 1940
FOR FILING

20-1285

June 25, 1940

HANSEN & ROWLAND
Washington Building
Tacoma, Washington

Gentlemen:

You are advised that it is the intention of the State Highway Commission to make semi-final payment to Eugene Sand & Gravel Company on their contract No. 2274 for furnishing crushed rock in stock piles on the Cushman-Swisshome Section of the Siuslaw Highway, in Lane County. This payment will be made on or after July 8, 1940.

Very truly yours,

STATE HIGHWAY COMMISSION
By

Secretary

DOD:MEL

Form E-1—5M—9-39

OREGON STATE HIGHWAY COMMISSION
FIELD ENGINEER'S WEEKLY REPORT
FOR CONSTRUCTION PROJECTS ONLY

For Week Ending May 25, 19 40

Section Cushman-Swisshome

Kind of work Crushed Materials in Stockpiles

Highway Siuslaw

Section prefix 20-1205

Contractor Eugene Sand & Gravel Co.

Contract number 2274

Date of contract January 12, 19 40

Date of completion June 30, 19 40

Date work started March 26, 19 40

Estimated date of completion May 24, 19 40

Amount of contract $ 14,280.00

Per cent of time elapsed 79 %

Estimated cost of completed project, exclusive of engineering $ 16,307.20

Per cent of contract completed, based on total contract price 100 %

Engineering cost to date, $ 745.95, 5 %

Date project was completed May 25, 19 40

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

PROGRESS BY CONTRACTOR

Contractor completed stockpiles at M.P. 9.18, and stockpiles for County Oiling in Mapleton.

Project completed May 25, 1940

NOTED
RAY WEBBER

G. SMITH

Signed E. E.

Address Eugene, Oregon

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project			18.0		
Miles partially completed			--		
Miles completed			--		
Total estimated quantities			6,800 Cu Yd		
Estimated quantities moved or placed to date			6,800 Cu Yd		
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day					
Hours per shift					
Average force on project for week					

Percentages of men employed on contract to be secured from:

.... County, ...%; .... County, ...%; .... County, ...%; .... County, ...%

	NUMBER USED AND SECURED FROM					CONTRACTOR'S KEY MEN, ETC.	TOTAL
	COUNTY	COUNTY	COUNTY	COUNTY	OTHER SOURCES		
Men							
Men and teams							
Men and trucks under 3 tons							
Men and trucks over 3 tons							
Men and tractors							

Equipment used during week: Shovels ...., Power graders ...., Rollers ...., Mixers ...., Crushing or screening plants ....,

Compressors ...., Bulldozers ...., Sheet-foot rollers ...., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday	Fair		
Monday	"		
Tuesday	"		
Wednesday	"		
Thursday	"		
Friday	"		
Saturday	Cloudy		

STATE PRINTING DEPT.

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JAN 2 [illegible]
FOR FILING

January 26, 1940

EUGENE SAND & GRAVEL COMPANY
843 Franklin Boulevard
Eugene, Oregon

Gentlemen:

We are sending you today by express a fully executed copy of Contract No. 2274 which was awarded to you on January 12 by the State Highway Commission, covering the furnishing of crushed materials in stock piles on the Cushman-Swisshome Section of the Siuslaw Highway, in Lane County.

This copy is for your records and files.

Very truly yours,

STATE HIGHWAY COMMISSION
By

Secretary

MBL

22-205

January 16, 1940

EUGENE SAND & GRAVEL COMPANY
843 Franklin Boulevard
Eugene, Oregon

Gentlemen:

We are sending you today by express four copies of Contract No. 2274 which was awarded to you by the State Highway Commission on January 12, 1940, covering the furnishing of crushed materials in stock piles on the Cushman-Swisshome Section of the Siuslaw Highway, in Lane County.

Kindly execute all four copies of this contract as to contract and bond and return them to this office for execution by the State Highway Commission. When this has been done a fully executed copy will be returned to you for your records and files. We will also send an executed copy to the surety on your bond.

Your special attention is called to the paragraph on page 14, under Section 5, of the printed General Provisions, relating to the Workmen's Compensation Act. You are expected to accept the terms of this Act and to carry on your work under this contract in strict conformity thereto.

Your attention is also called to the mimeographed page immediately following page No. 15 of the mimeographed Special Provisions, relating to payment by the contractor of amounts due hospital associations, et cetera.

Very truly yours,

STATE HIGHWAY COMMISSION
By

Secretary

MBL

RECEIVED
JAN 15 [illegible]

January 13, 1940

Eugene Sand & Gravel Company
843 Franklin Blvd.
Eugene, Oregon

Gentlemen:

The State Highway Commission on January 12, 1940, awarded you the contract for furnishing 6,800 cu. yds. crushed rock or crushed gravel in stock piles on the Cushman-Swisshome Section of the Siuslaw Highway, in Lane County. This award was based on your low bid of $14,280 submitted on that date.

Contract forms will be sent to you for execution within a few days.

Very truly yours,

Secretary

AM

cc - Mr. S. H. Probert
Mr. C. S. Paxson

CONTRACT# [redacted] 2275

20-1031 Pleasant Hill-Oakridge Section
Willamette Highway 1940

2275

R.H. Baldock
20-1031

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December 16th, 1940

FINAL COST ANALYSIS
Pleasant Hill-Oakridge Section
Willamette Highway in Lane County

Contract 2275 | Prefix 20-1031
E. C. Hall, Contractor | Glen Roberts, Resident Engineer

Item	Total Cost	Quantity	Unit Cost	Unit Bid	Gross Revenue
2"-0" Cr. Gravel in Base	$5,426.35	7,496 cu. yd.	$0.7239	$0.70	$5,247.20
3/4"-0 " " " "	6,243.69	7,792 " "	0.8013	0.80	6,233.60
Hauling Gr. Base Mat'ls.	3,722.76	42,268 yd. mi.	0.0881	0.075	3,170.10
Filler	197.55	584 cu. yd.	0.3383	0.20	116.80
Hauling Filler	86.44	981.5 yd. mi.	0.0881	0.10	98.15
Sprinkling	1,220.04	1436.975 M-Gal.	0.8490	1.00	1,436.98
Preperation of Base	1,307.70	14.35 Mile	90.00	90.00	1,307.70
Min. Agg. in Place	5,639.29	3,424 cu. yd.	1.6470	1.95	6,676.80
RC-3 Asphalt in Binder Course	4,994.62	274.43 Ton	18.20	23.00	6,311.89
SC-6 Road Oil in Place	4,164.71	228.83 "	18.20	18.50	4,233.36
3/4"-½" Cr. Gravel in S.P.	3,641.80	4,541.2 cu. yd.	0.8020	0.85	3,860.02
½"-¼" " " " "	4,844.33	6,040.7 " "	0.8020	0.90	5,436.63
¼"-#10 " " " "	1,202.92	1,500 " "	0.8020	0.80	1,200.00
Hauling Crushed Gravel, Pile Measure	6,423.96	71,362.9 yd. mi.	0.0900	0.08	5,709.03
Screen Rejections	1,125.15	4,500.6 cu. yd.	0.25	0.25	1,125.15
Hauling Screen Rejections	433.89	4,820 yd. mi.	0.0900	0.08	385.60
SC-6, Barreled	34.45	2.23 Ton	15.45	15.45	34.45
	$50,709.65				$52,583.46

OTED
Highway Engineer

Gross Revenue	$52,583.46
Total Cost	50,709.65
Net Profit	$1,873.81

Net Profit Equals 3.56% of Gross Revenue

Contract 2275

Details of Cost

Labor:

Donald Hall & Elory Hall, 12 weeks at $50.00 each	$1,200.00	
Supervision	225.00	
Labor	10,550.66	
State Industrial Accident 5% of P/R	538.78	
Unemployment Compensation 3% of P/R	323.27	
Old Age Benefit 1% of P/R	107.76	
		$12,945.47

Materials:

RC-3 - 274.43 Ton at $8.70	$2,387.54	
RC-3 - Freight Willbridge to Lowell 274.43 Ton at 4.40	1,207.49	
SC-6 - 231.06 Ton at $3.70	854.92	
SC-6 - Freight Richmond to Lowell 231.06 Ton at 9.40	2,171.97	
		6,621.91

Miscellaneous:

Equipment Rental (Including Repairs)	$17,222.50	
Gas, Oil and Grease	3,778.98	
Move In and Set Up	1,140.45	
Freight	12.87	
Miscellaneous Expense & Small Tools	388.40	
Overhead Expense	272.56	
Home Office Expense	1,132.78	
Bond	377.59	
		24,326.13

Sub-Contracted to J. C. Compton:

Sprinkling	197.38	M-Gal. at	$1.00	$197.38	
Preparation of Base	14.35	Mi. "	90.00	1,307.70	
Placing Mineral Aggregate	3,424	cu. yd."	0.80	2,739.20	
Heat, Haul & Apply RC-3	274.43	Ton "	5.10	1,399.59	
" " " SC-6	228.83	" "	5.10	1,167.03	
Barrel SC-6	2.23	" "	2.34	5.24	
					6,816.14

Total Cost	$50,709.65

Contract 2275

Cost Analysis of Crushing Operations

Item	Cost	Quantity	Unit Cost	Unit Bid	Gross Revenue
2"-0 Base Rock					
Move In & Set Up	$395.60	7,496 cu. yd.	0.0528		
Load Bar Material	1,276.83	" " "	0.1703		
Haul-Bar to Crusher	674.54	" " "	0.0900		
Crusher Operation	1,922.68	" " "	0.2565		
Cost in Bunker	$4,269.65	7,496 cu. yd.	$0.5696		
Preparation of Grade and Street Work	1,063.25	" " "	0.1418		
Dump on Road	93.45	" " "	0.0125		
Cost in Place	$5,426.35	7,496 cu. yd.	$0.7239	$0.70	$5,247.20
3/4"-0 Base Rock					
Move In & Set Up	$411.22	7,792 cu. yd.	$0.0528		
Load Bar Material	1,521.34	" " "	0.1952		
Haul-Bar to Crusher	803.71	" " "	0.1032		
Crusher Operation	2,290.84	" " "	0.2940		
Cost in Bunker	$5,027.11	7,792 cu. yd.	$0.6452		
Preparation of Grade and Street Work	1,105.23	" " "	0.1418		
Dump on Road	111.35	" " "	0.0143		
Cost in Place	$6,243.69	7,792 cu. yd.	$0.8013	$0.80	$6,233.60
Mineral Aggregate in Stockpile					
Move In & Set Up	$232.18	3,424 cu. yd.	$0.0678		
Load Bar Material	717.81	" " "	0.2096		
Haul-Bar to Crusher	456.73	" " "	0.1334		
Crusher Operation	1,436.07	" " "	0.4194		
	$2,842.79	3,424 cu. yd.	$0.8302		
Less Screen Rejects	248.50		[illegible]		
Cost in Bunker	$2,594.29	3,424 cu. yd.	$0.7577		
Haul-Bunker to Stockpile	154.11	" " "	0.0450		
Stockpiling Cost	151.69	" " "	0.0443		
Cost in Stockpiles	$2,900.09	3,424 cu. yd.	$0.8470	$1.15	$3,937.60

/

Contract 2275

Cost Analysis of Crushing Operations (Continued).

Item	Cost	Quantity	Unit Cost	Unit Bid	Gross Revenue
Crushed Gravel in Stockpiles					
Move In & Set Up	$819.24	12,081.9 cu. yd.	$0.0678		
Load Bar Material	2,532.69	" " "	0.2096		
Haul-Bar to Crusher	1,611.53	" " "	0.1334		
Crusher Operation	5,067.03	" " "	0.4194		
	$10,030.49	12,081.9 cu. yd.	$0.8302		
Less Screen Rejections	876.65		0.[illegible]		
Cost in Bunker	$9,153.84	12,081.9 cu. yd.	$0.7577		
Stockpiling Cost	535.21	" " "	0.0443		
Cost in Stockpile (Less Haul)	$9,689.05	12,081.9 cu. yd.	$0.8020	$0.8688	$10,496.65

The contractor started work on March 3rd, 1940 with a crew of four men and a D6 cat and dozer preparing the site for setting up a semi-portable crushing plant. It required four weeks to complete the plant set-up and to repair other equipment. A 1-3/4-yard Marion shovel and three light trucks loaded and hauled bar material to the plant which consisted of a feeder, a scalping screen, a 15 x 38 jaw, 36" Traylor and a 20 x 40 roll crusher, a double 4' x 10' triple-deck screen mounted on a 75-yard, three-section portable steel bunker equipped with conveyor belt loader. Power was supplied by a 100 h.p., three 80 h.p. and one 60 h.p. diesel engines, a 50 K.W. generator and ten 5 h.p. electric motors. Other equipment in the plant included 325 feet of belt conveyors.

Production of 2" - 0 base rock started March 28th, and it required 94 hours of plant time to produce 7,496 cu. yd. at a rate of 80 cu. yd. per hour. Production of 3/4" - 0 base rock started April 6th and required 112 hours of plant time to produce 7,792 cu. yd. at a rate of 70 cu. yd. per hour. Production of mineral aggregate and crushed gravel for stockpiles started April 23rd, and it required 358 hours of plant time to produce 3,424 cu. yd. of mineral aggregate and 12,082 cu. yd. of stockpile rock at a rate of 40 cu. yd. per hour. While crushing oil rock 4,500 cu. yd. of screen rejections were also produced.

Of the bar material for producing 2" - 0 rock, an amount was retained on the scalping screen equivalent to 40% being retained on a screen having 2-inch circular openings. Of the bar material for producing 3/4" - 0 rock an amount was retained equivalent to 70% on a screen having 1-inch circular openings. Of the bar material for producing oil rock, all material was scalped which would pass a 1-inch screen. Scalped material was sidecast with a conveyor belt and leveled off with a cat and dozer.

This was the first job on which the contractor had used his semi-portable plant, and some time was lost in making changes which were found to be advisable as the plant got under operation.

Contract 2275

REMARKS:

This was a State Project and consisted of the construction of 13.05 miles of crushed gravel base, application of 14.65 miles of oil mat surface treatment (Type O-30 Modified) and furnishing 11,300 cu. yds. of crushed gravel in stockpiles. The contract was bid and awarded January 12th, 1940. Work was started March 4th and completed June 12th, 1940.

It required 3½ weeks to prepare the site and set up the crushing plant at a gravel deposit located adjacent to the Willamette River at a point 500 feet north of the Willamette Highway at mile point 19.13. All the crushed rock required on this job was produced at this site. Five 8-yard trucks were used to haul crushed material from the plant. Filler was excavated from an earth bank near the plant site. Water for sprinkling was also taken from a point near the plant and was hauled in a 3,000-gal. tank mounted on a heavy truck.

The RC-3 asphalt and the SC-6 road oil were purchased by the contractor. 200 M-Gal. of sprinkling; preparation of base; hauling from stockpile and spreading mineral aggregate; heating, hauling and applying RC-3 and SC-6 were sub-contracted to J. C. Compton.

The sub-contractor started preparation of base May 24th, spotted the oil at Lowell and applied RC-3 binder course from May 30th to June 5th. The SC-6 road oil was applied from June 6th to June 8th. Four additional days were required to clean up and complete the job.

This job was bid quite low, but an improved type of crushing plant and other good equipment well supervised enabled the contractor to make a small profit.

E. H. Clymer
Cost Analyst

By . . M. G. Smith

RECEIVED
OCT 11 1940
FOR FILING

October 10, 1940

MARYLAND CASUALTY COMPANY
Hansen & Rowland, Inc., Agents
Washington Building
Tacoma, Washington

Gentlemen:

You are hereby notified that State Highway Contract No. 2275, for surfacing and oiling the Pleasant Hill-Oakridge Section of the Willamette Highway, in Lane County, has been completed by the contractors, E. C. Hall Company, and that final settlement will be made by the state with said contractors for work done under said contract on or after October 21, 1940.

The state is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the state assumes no responsibility for any such claims should there be any.

This notice is served upon you, as you appear as surety on the bond furnished by the above contractor. Kindly acknowledge receipt of this letter.

For your information we wish to advise that the total amount paid the contractors in connection with this contract will be $52,583.46, and that no force account work was performed therein.

Very truly yours,

STATE HIGHWAY COMMISSION
By

Secretary

DGD:MBL

Form E-1—5M—9-39

OREGON STATE HIGHWAY COMMISSION
FIELD ENGINEER'S WEEKLY REPORT
FOR CONSTRUCTION PROJECTS ONLY

For Week Ending June 22nd., 1940

Section Pleasant Hill - Oakridge

Kind of work Surfacing, Oiling & Rock Producrion

Highway Willamette

Section prefix 20 - 1031

Contractor E. C. Hall Co.

Contract number 2275

Date of contract January 12th., 1940

Date of completion August 31st., 1940

Date work started March 4th., 1940

Estimated date of completion June 12th., 1940

Amount of contract $ 49,393.50

Per cent of time elapsed 69.8%

Estimated cost of completed project, exclusive of engineering $ 52,929.24

Per cent of contract completed, based on total contract price 100%

Engineering cost to date, $ 2,560.00, 5.03%

Date project was completed June 12th., 1940

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

No work by contractor, job completed.

Party spent two days on semi-final estimate.

NOTED
RAY WEBBER

Signed Glen E. Roberts

Address Cascade Summit, Ore.

NOTED
VAN SCOY

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project		13.65	xxxxxxx	14.65	
Miles partially completed		xxxxxx	xxxxxx	xxxxxx	
Miles completed		13.65	xxxxxx	14.65	
Total estimated quantities		15,288	11,300	503 Tons 3,426 Cu. Yds.	
Estimated quantities moved or placed to date		15,288	11,300	503 Tons 3,426 Cu. Yds.	
Average daily quantities		xxxxxxx	xxxxxxx	xxxxxxx	
Average daily quantities necessary to complete project on time		xxxxxxx	xxxxxx	xxxxxxx	
Number shifts per day		xxxxxx	xxxxxx	xxxxxx	
Hours per shift		xxxxxx	xxxxxx	xxxxxx	
Average force on project for week		xxxxxxx	xxxxxx	xxxxxx	

Percentages of men employed on contract to be secured from:

.... County, ...%; .... County, ...%; .... County, ...%; .... County, ...%

	NUMBER USED AND SECURED FROM					CONTRACTOR'S KEY MEN, ETC.	TOTAL
	COUNTY	COUNTY	COUNTY	COUNTY	OTHER SOURCES		
Men							
Men and teams							
Men and trucks under 3 tons							
Men and trucks over 3 tons							
Men and tractors							

Equipment used during week: Shovels ...., Power graders ...., Rollers ...., Mixers ...., Crushing or screening plants ....,

Compressors ...., Bulldozers ...., Sheet-foot rollers ...., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday	Warm		
Monday	Warm		
Tuesday	Fair		
Wednesday	Cool		
Thursday	Fair		
Friday	Fair		
Saturday	Fair		

STATE PRINTING DEPT.

RECEIVED
JAN 26 [illegible]

[illegible]-1031

January 26, 1940

R. C. HALL COMPANY
1160 Grant Street
Eugene, Oregon

Gentlemen:

We are sending you today by express a copy, fully executed, of Contract No. 2275 which was awarded to you on January 12, 1940, by the State Highway Commission, covering the surfacing and oiling of, and rock production on, the Pleasant Hill-Oakridge Section of the Willamette Highway, in Lane County.

This copy is for your records and files.

Very truly yours,

STATE HIGHWAY COMMISSION
By

Secretary

MEL

RECEIVED

January 16, 1940

E. C. HALL COMPANY
1160 Grant Street
Eugene, Oregon

Gentlemen:

We are sending you today by express four copies of Contract No. 2275 which was awarded to you by the State Highway Commission on January 12, 1940, covering the surfacing and oiling, also rock production thereon, of the Pleasant Hill-Oakridge Section of the Willamette Highway, in Lane County.

Kindly execute all four copies of this contract as to agreement and bond and return them to this office for approval by the State Highway Commission. When this has been done a fully executed copy will be returned to you for your records and files. We will also send an executed copy to the surety on your bond.

Your special attention is called to the paragraph under Section 5 (page 14) of the printed General Provisions, relating to the Workmen's Compensation Act. You are expected to accept the terms of this Act and to carry on your work under this contract in strict conformance thereto.

Your attention is also called to the mimeographed page immediately following page No. 25 of the mimeographed Special Provisions, relating to payment by the contractor of amounts due hospital associations, et cetera.

Very truly yours,

STATE HIGHWAY COMMISSION
By

Secretary

MDL

RECEIVED
JAN 15 [illegible]
FOR [illegible]

20-1621

January 13, 1940

E. C. Hall Company
1160 Grant Street
Eugene, Oregon

Gentlemen:

The State Highway Commission on January 12, 1940, awarded you the contract for 13.05 miles surfacing and 14.65 miles oiling, also furnishing 11,300 cu. yds. crushed gravel in stock piles on the Pleasant Hill-Oakridge Section of the Willamette Highway, in Lane County. This award was based on your low bid of $49,393.50 submitted on that date.

Contract forms will be sent to you for execution within a few days.

Very truly yours,

AM

Secretary

cc - Mr. S. H. Probert
Mr. G. S. Paxson

CONTRACT# [redacted] 2276

FAS 43-A-1 Hay Canyon Sec., Moro-Hay 1940
Canyon Co. Rd.
#2276

RECEIVED
DEC 24 1940
FOR FILING

FAS 43-A-1

Cross Referenced To
Const
Fed Aid
General

December 23, 1940

Mr. W. H. Lynch
District Engineer
Public Roads Administration
P. O. Box 3900
Portland, Oregon

Attention F. E. Andrews

Dear Sir:

Reference is made to the field audit of Oregon FAS 43-A(1), Hay Canyon Section of the Morrow-Hay Canyon Road, in which criticism is made of the employment of C. E. Keith as a draftsman, with the statement: "The man is more than a draftsman, he is an assistant to the resident engineer. What they are trying to do is to relieve the resident engineer of the office detail."

It has been the policy of the Oregon State Highway Commission for the past twenty years to assign sufficient work to a resident engineer to enable him to devote his time to the supervision of the contractors' operations and to the oversight of the engineering work and not have such supervision hampered by instrumental or office detail work. If a man be assigned to a single small job and required to do his own instrumental and computing work, it is my opinion that the supervision of the contractors' operations is not given the necessary attention. Neither do I favor the postponing of necessary work waiting for anticipated slack periods. By assigning sufficient work to an engineering party there are no slack periods, as very few state highway contracts shut down completely during the winter. Resident engineers, transitmen, and a great many of the other personnel have been with the Oregon department for many years and are thoroughly qualified and experienced so that it is not necessary that they have the supervision which it would be necessary to give less mature men. For instance, practically all our transitmen would be capable of assuming the duties of a resident engineer, so that it is not necessary for the resident engineer to give them the oversight in staking out the work, as is required with men of less experience.

A field draftsman of the Oregon State Highway Department is paid only $170.00 per month, which is $20.00 a month more than a computer. No great distinction has been made in assigning them to a residency party if there is sufficient work to justify a man of slightly higher grade than a computor. As you know, we remeasure all our work and plot all our cross-sections, which many departments do not do, necessitating considerable office work which can be done faster by a field draftsman than by an ordinary computor.

It seems to me that a great deal of commotion is being raised over a very insignificant matter, as I cannot see that there is any particularly insidious reason for the assignment of Keith to this party as a draftsman. Hodge happens to be the only resident engineer in the state who has a draftsman assigned to him for strictly construction work at this time, and this was done without a great deal of thought being given to the matter or without any desire to deviate from established customs. Draftsmen have worked on construction parties many times in past years. It was apparent that the resident engineer may have several final estimates on small jobs to get out at the same time, and it was felt that a higher type man than the usual construction computor will facilitate the work. This draftsman, and others assigned to construction work, are doing computing work. They are not acting as draftsmen employed to change the plans or other functions of design. Our projects are so designed that few, if any, major changes are made. There certainly was no attempt to have Keith act as an assistant resident engineer, as he is not a man of sufficient experience, nor does he have the rating with this department which would warrant any such assignment. Neither is it true that Hodge is required to act as an assistant division engineer on construction.

The jobs under Hodge's supervision during this year were:

Section	Type of Work and Length-Miles	Contract Amount	Progress of Work
Jefferson County Line-Prineville	1.21 - Grading	$10,500	Work under way from Mar.21 to May 31,1940
Lamonta-Crook County Line	6.25 - Grading	28,400	Work under way from May 23 to Aug.8,1940
Warm Springs Agency-Vanora	5.1 - Surf. & Oil	36,000	Work under way from Apr.11 to Sept.15,1940
Warm Springs River	1.39 - Grading	20,305	Started May 17 and uncompleted
Shaniko-Cow Canyon	5.03	87,103	Started July 31 and uncompleted
Forest Boundary-Warm Springs	6.06	76,027	Started Sept. 23 and uncompleted

These jobs were scattered throughout the season in such a way that they could be efficiently handled by one resident engineer. The first job was practically completed before the second started. The third job was a small surfacing job which was strung out for a long time and had little detail engineering work. The fourth job was a very small grading job requiring very little supervision, and most of these jobs were practically completed before the Shaniko-Cow Canyon job was started. This has progressed very slowly, giving plenty of time for the necessary staking to be done on the Warm Springs Section, upon which very little work has been done except clearing and opening up one or two rock cuts, and it will soon be shut down for the winter.

It is the policy of the State Highway Department to do all computing work on construction in the field offices, and no work is done in either the division or Salem offices except to check over the construction quantities and estimates.

Hodge's present party consists of a transitman, a draftsman, three chainmen, and two material inspectors. The draftsman is, in this case, in reality a skilled computor.

It is immaterial to me whether a field draftsman be assigned to construction parties or not. The resident engineers can get along with computors, but since a field draftsman is in no sense a finished designer or even a high-class map draftsman, I see no reason to draw the line against him on construction parties if he can expedite the work. Each case should be judged on its merits, and if it is felt that a draftsman can justify the additional salary he should be assigned to that position.

You have never questioned our organization before and I assure you we are not attempting to ask you for administrative or other expenses not properly chargeable to the job. The basic principles of organization, however, make necessary the exercise of authority in choosing an organization, when one assumes the corresponding responsibility. I assume the responsibility for the design, construction, and maintenance of highways of this state and am subject to your inspection and review on each. I am sure you do not intend to direct the workings of the organization and to assume authority where you have no corresponding responsibility.

Very truly yours,

Chief Engineer

RHB:mbl

cc - H. G. Smith

RECEIVED
2
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FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION
DISTRICT ONE

MONTANA
OREGON
WASHINGTON

POST OFFICE BUILDING
PORTLAND, OREGON

[illegible]

December 17, 1940

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

Reference is made to our letter of November 18, written in connection with Oregon Federal Aid Secondary Project FAS 43-A (1), Hay Canyon Section of the Moro-Hay Canyon Road.

Will you please furnish the information requested as soon as possible so as to permit payment of several final vouchers containing claims for draftsmen's salaries.

Very truly yours,

W. H. LYNCH
District Engineer

By F. E. Andrews
F. E. Andrews
Sr. Highway Engineer

NOTED
State Highway Engineer

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION
DISTRICT ONE

MONTANA
OREGON
WASHINGTON

POST OFFICE BUILDING
PORTLAND, OREGON

November 18, 1940

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

In connection with our field audit of Oregon Federal Aid Secondary Project FAS 43-A (1), Hay Canyon Section of the Moro-Hay Canyon Road, our attention was directed to the employment of C. E. Keith as draftsman on May 20 and 21, 1940. We quote the following from our field auditor's report: "* * some of the resident engineers are given 2 or 3 and sometimes as many as 5 projects to handle at one time". "* * what they are trying to do is to relieve the resident engineer of the office detail * *." "The man is more than a draftsman, he is an assistant to the resident engineer."

The above quotations indicate the tenor of the report, which was sent to our Washington office. Two possible objections suggested themselves, and we have been requested to obtain more complete information regarding your policy.

On the one hand, while Public Roads policy does not preclude perfecting records as far as feasible in the field office, the question arises as to whether the engineering control of projects will be weakened by substituting a draftsman to take care of engineering work rather than having it done by engineering employees during slack periods in the field. Our Washington office is inclined to favor the latter method of handling the work a resident engineer's office must perform, but desires full information regarding your practice.

On the other hand, there may be a tendency to make the resident engineer's position somewhat equivalent to that of an assistant division engineer. If it is the function of a resident engineer to supervise the engineering rather than to handle the actual engineering oversight of the work himself, his salary and expenses would not be eligible for Federal participation.

It appears that between the two extremes there is a middle ground which would not be objectionable from any standpoint. Since the question will be involved in connection with a large number of projects, we should appreciate your giving us a rather comprehensive statement of your policy, supported with some specific examples of its operation. That is, in the case of a particular resident engineer you might show the number of projects handled, their locations and size, the number of field and office employees used, and other pertinent information. Please furnish the statement in quadruplicate so that we can forward copies to our Regional and Washington offices.

Very truly yours,

W. H. LYNCH
District Engineer

By

F. E. Andrews
Sr. Highway Engineer

RECEIVED
JUL 1 1940

FAS 43-A-1

GENERAL INSURANCE COMPANY OF AMERICA
FIRST NATIONAL INSURANCE CO. OF AMERICA
GENERAL CASUALTY COMPANY OF AMERICA
HOME OFFICES – SEATTLE, WASHINGTON

AMERICA GENERAL COMPANIES
H. K. DENT
PRESIDENT

OREGON SERVICE OFFICE
601 BOARD OF TRADE BUILDING
PORTLAND, OREGON

June 28, 1940

Oregon State Highway Commission
Salem, Oregon

Re: Fisher Brothers - Hay Canyon
Section of the Moro-Hay Canyon
County Road

Attention: H. B. Glaisyer

Gentlemen:

Acknowledgment is hereby made of your letter of June 26, 1940, addressed to Robert Cross, in which you state that you are about to make final settlement with Fisher Brothers for work done under contract No. 2276 on the above captioned county road.

Yours very truly,

C H Cleaver
Attorney-in-fact

C. H. Cleaver
mg

G. DeS rt

R. W. Baldock

FAS 13-A-1

June 27th, 1940

COST ANALYSIS - FINAL REPORT
Moro-Hay Canyon County Road, Hay Canyon Section
Contract 2276 Prefix 228-1004
Fisher Bros., Contractors
J. E. Peck, Resident Engineer

Item	Cost	Quantity	Unit Cost	Unit Bid	Gross Revenue
Clearing & Grubbing	$25.00	All			$100.00
Trench Excavation	40.30	40.3 cu. yd.	$1.00	$1.00	40.30
Excavation, Single Class	2,697.72	9,002.4 " "	0.30	0.25	2,250.60
Truck Haul	85.44	569.6 yd. mi.	0.15	0.15	85.44
Finish Roadbed & Slopes	247.50	1.98 Miles	125.00	100.00	198.00
12" Corr. Iron Pipe	12.80	8 lin. ft.	1.60	1.50	12.00
18" " " "	113.41	58 " "	1.96	1.80	104.40
24" " " "	37.76	12 " "	3.15	3.00	36.00
36" " " "	164.25	30 " "	5.48	6.00	180.00
1"-0" Rock in Surfacing	4,523.04	5,178.25 cu. yd.	0.87	1.00	5,178.25
3/4"-½" Cr. Rock in S.P.	964.75	771.8 " "	1.25	1.50	1,157.70
½"-¼" " " " "	915.50	732.4 " "	1.25	1.50	1,098.60
¼"-10-Mesh " " "	513.88	411.1 " "	1.25	1.50	616.65
1"-0" Screen Rejections	119.80	479.2 " "	0.25	0.25	119.80
					$11,177.74
Rock Crushed for County	3,088.64	4,012 " "	0.77	1.12	4,493.30
	$13,549.79				$15,671.04

Gross Revenue	$15,671.04
Total Cost	13,549.79
Net Profit	$2,121.25

Net Profit Equals 13.5% of the Gross Revenue

Hay Canyon Section

Detail of Cost

Labor:

Supervision (Includes salaries of partners)	$700.01	
Labor	4,243.45	
State Industrial Accident Insurance	309.78	
Social Security & Unemployment Insurance	146.51	
		$5,399.75

Materials:

12" Corr. Iron Pipe		8	lin. ft.	at	1.03	$8.24	
12" " " "	Bands	2	each	"	1.28	2.56	
18" " " "		58	lin. ft.	"	1.47	85.26	
18" " " "	"	5	each	"	2.15	10.75	
24" " " "		12	lin. ft.	"	2.30	27.60	
24" " " "	"	2	each	"	2.68	5.36	
36" " " "		30	lin. ft.	"	4.45	133.50	
36" " " "	"	3	each	"	4.25	12.75	
							286.02

Equipment Rental, Supplies & Miscellaneous:

Equipment Rental & Repairs	$4,170.00	
Rented Equipment	698.21	
Gas, Oil and Grease	1,515.00	
Explosives	763.90	
Small Tools, Supplies & Misc.	223.52	
Lumber	105.86	
Overhead	74.11	
Bond	156.71	
Home Office	156.71	
		7,864.02
		$13,549.79

Cost of Crushed Rock in Bunker

	Cost	Quantity	Unit Cost
Move In & Set Up	$995.86	11,584.75 Cu. Yd.	$0.086
Drill & Shoot Quarry	1,695.90	" " " "	0.146
Load at Quarry	707.90	" " " "	0.061
Haul to Crusher	690.00	" " " "	0.060
Crush	2,829.19	" " " "	0.244
Cost in Bunker	$6,918.85	11,584.75 Cu. Yd.	$0.597

Sizes and Quantities of Crushed Rock

1" - 0" Crushed Rock in Surfacing	5,178.25 Cu. Yd.
3/4"-½" " " " Stockpile	771.8 " "
½"-¼" " " " "	732.4 " "
¼"-10-Mesh " " " "	411.1 " "
1"-0" Screen Rejections	479.2 " "
1"-0" Cr. Rock for County	4,012.0 " "
	11,584.75 Cu. Yd.

Hay Canyon Section

REMARKS:

This contract consisted of the regrading of 1.98 miles of roadway and the construction of 1.98 miles of crushed rock surfacing. It was bid January 11th, 1940; work was started March 26th, and completed May 1st.

The excavation consisted of about 800 cu. yds. of solid and the remainder of common material. The contractor moved in an RD-7 cat and 6 cu. yd. scraper and a 5/8 cu. yd. shovel for the excavation work. The excavation was very light and scattered, and consequently resulted in a somewhat higher than usual cost.

The quarry used for a source of material on this contract consisted of excellent but highly fractured rock. It was drilled and shot at a fairly low cost.

The contractor erected a crushing plant consisting of 18 x 36 jaw, 3' gyrasphere and 20" inter-cone crushers, two 3' x 8' screens and was powered with 2 - 90 h.p. diesel engines. While the plant was in operation, it averaged about 60 cu. yds. per hour, which is excellent production for crushed rock of 1 inch minus dimensions. Due to good crushing quality and of small size of quarry-run rock, the plant produced the crushed material at a low cost. The haul on stockpiled rock averaged about 6 miles.

This job was handled in a very efficient manner. Had the contractor failed to procure the county work, he would have just about broken even on the contract.

E. H. Clymer
Cost Analyst

By . . Henry Jullum

RECEIVED
JUN 27 1940
FOR FILING

FAS 43-A-1

June 26, 1940

GENERAL CASUALTY COMPANY OF AMERICA
Robert Cross, Local Agent
Board of Trade Building
Portland, Oregon

Gentlemen:

You are hereby notified that State Highway Contract No. 2276, for grading and surfacing the Hay Canyon Section of the Moro-Hay Canyon County Road, in Sherman County, has been completed by the contractors, Fisher Bros., and that final settlement will be made by the state with said contractors for work done under said contract on or after July 8, 1940.

The state is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the state assumes no responsibility for any such claims should there be any.

This notice is served upon you since you appear as surety on the bond furnished by the above contractor. Kindly acknowledge receipt of this letter.

For your information we wish to advise that the total amount paid the contractors in connection with this contract will be $11,176.57, including final payment.

Very truly yours,

STATE HIGHWAY COMMISSION
By

Secretary

DOD:MBL

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JUN 1[illegible]
FOR FILING

FAS 43-A-1

June 12, 1940

Mr. C. F. Gleason, Assistant Manager,
Oregon City Branch
The United States National Bank of Portland
Oregon City, Oregon

Dear Sir:

I have just received your letter of June 11 in regard to the assignment given your bank by Fisher Brothers of amounts due Fisher Brothers under Estimate No. 2 on state highway contract No. 2276 for construction of the Moro-Hay Canyon County Road Project. You inquire as to whether or not the General Casualty Company of America, surety on the bond furnished by Fisher Brothers on this contract, had consented to this assignment and I am pleased to inform you that we have the bonding company's consent.

In conformance with the provisions of the assignment the warrant for the above-mentioned Estimate No. 2 will be sent to the Oregon City Branch, The United States National Bank of Portland, when it is ready for delivery.

Very truly yours,

HBG:AM

Secretary

RECEIVED
12 1940
OREGON
STATE HIGHWAY COMMISSION

HEAD OFFICE

ESTABLISHED 1891

THE UNITED STATES NATIONAL BANK
OF PORTLAND, OREGON

CABLE ADDRESS
"UNITBANK"

OREGON CITY BRANCH
OREGON CITY, OREGON

June 11, 1940

State Highway Commission,
Salem, Oregon.

Gentlemen:

Estimate No. 2---Contract 2276
Fisher Brothers.
Moro-Hay Canyon County Road Project.

You have an assignment on file covering Estimate #2 Contract 2276, Fisher Bros.---Moro-Hay Canyon County Road Project. We have asked the General Casualty Company of America to consent to this assignment and are wondering if they have given their consent. Please let us hear from you regarding this.

Very truly yours,

C. F. Gleason

Assistant Manager.

ANSWERED
H. B. GLAISYER

REFERRED TO
DeVort
BY SECRETARY

Did surety consent to the assignment?

Yes

Yes

FR: [illegible] -A-1

RECEIVED
12 1940
OR
STATE HIGHWAY COMMISSION

GENERAL
AMERICA
COMPANIES
H K DENT
PRESIDENT

GENERAL INSURANCE COMPANY OF AMERICA
FIRST NATIONAL INSURANCE CO. OF AMERICA
GENERAL CASUALTY COMPANY OF AMERICA
HOME OFFICES – SEATTLE, WASHINGTON

OREGON SERVICE OFFICE
601 BOARD OF TRADE BUILDING
PORTLAND, OREGON

June 11, 1940

Oregon State Highway Commission
Salem, Oregon

Attention: H. B. Glaisyer, Sec.

Gentlemen:

Acknowledgement is made of your letter of June 10, 1940 addressed to Mr. Robert Cross, agent of the General Casualty Company of America, wherein you state that it is your intention to make semi-final payment to Fisher Brothers, on Contract No. 2276, Hay Canyon Section of the Moro-Hay Canyon County Road in Sherman County.

Yours very truly,

C H Cleaver

Special Agent

C. H. Cleaver
mg

NOTED
L. G. DeSart

FAS 43-A-1

RECEIVED
AUG 13 1940
FOR FILING

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

POST OFFICE BUILDING
PORTLAND, OREGON

Stencil No. 124

IN YOUR REPLY PLEASE
REFER TO FILE NO. Oregon FAS 43-A (1)
Hay Canyon Section,
Moro-Hay Canyon County Road

June 10, 1940

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

We are forwarding herewith, for your files, an executed copy of the ____________________ project agreement and certificate for the above numbered project.

Very truly yours,

W. H. LYNCH
District Engineer

By L. J. Caufield
L. J. Caufield
Sr. Highway Engineer

Encls.

Kon

[illegible] - E 286

Form P. R. 2

State Oregon

Federal Aid Secondary

Project No. FAS 43-A(1)

PROJECT AGREEMENT

MEMORANDUM OF AGREEMENT made this 8th day of May, 1940 by and between the Oregon State Highway Commission, constituting for the purpose hereof, the Highway Department of the State of Oregon hereinafter called the Highway Department, and the Federal Works Administrator, hereinafter called the Administrator, under and pursuant to the provisions of the act of Congress approved July 11, 1916 (39 Stat., 355), entitled "An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes," and of the act approved November 9, 1921 (42 Stat., 212), entitled "An Act to amend the Act entitled 'An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes,' approved July 11, 1916, as amended and supplemented, and for other purposes," and acts amendatory thereof or supplementary thereto; particularly Section V of the Act approved June 16, 1936, 49 Stat. 1521 (Public No. 686, 74th Congress);

Whereas the Highway Department of said State submitted on the 7th day of October, 1939, a project statement, which was approved on the 6th day of December, 1939, for the proposed construction of a project consisting of the road hereinafter described; and

Whereas the Highway Department, in accordance with the rules and regulations promulgated for the administration of the Federal Highway Act, has furnished surveys, plans, specifications, and estimates for Section A(1) of said project which were recommended for approval by the District Engineer of the Public Roads Administration on the 20th day of December 1939; and

Whereas the Administrator has certified to the Secretary of the Treasury his approval of said surveys, plans, specifications, and estimates, and the sum of Five thousand, eight hundred sixty and 60/100 dollars ($5,860.60) as the share of the United States payable under said act on account of Section A(1) of said project, which does not exceed the authorized Federal pro rata share of the approved total estimated cost thereof:

Now, therefore, in consideration of the premises and of the several promises to be faithfully performed by each, as hereinafter set forth, the Highway Department and the Administrator do hereby mutually agree as follows:

10—11379

FUNDS AT THE DISPOSAL OF THE HIGHWAY DEPARTMENT

ARTICLE I. Funds for the use of the Highway Department in the construction of said project have been made available in the following manner, to wit:

(a) By the State from Chap. 175, laws 1917; Chap. 31, laws 1920; Chap. 520, laws 1939.
(Include date and citation of act of legislature by which authorized)

(b) From other sources
(State how placed under direct control of Highway Department)

ROAD EMBRACED IN PROJECT

ARTICLE II. This agreement covers the following highway as described in detail in said surveys, plans, and specifications:

Between survey station 0+00 in the SW 1/4 of the SW 1/4 of Sec. 6, and survey station 104+85 at a connection with the Wasco-Heppner road on the southerly boundary of the SE 1/4 of the SE 1/4 of Sec. 6, all in T. 1 S., R. 18 E., W.M.,

, length 1.976 miles, in Sherman County,

being Section A(1) of Oregon Federal Aid Secondary project No. FAS 63, consisting of 1.976 miles of roadway and no bridges, ~~[illegible]~~ of more than 20 feet clear span.

~~[illegible]~~

CHARACTER AND METHOD OF CONSTRUCTION

ARTICLE III. The Highway Department will construct or cause to be constructed to final completion said project, in strict compliance with said plans and specifications, which are made a part hereof, under its direct supervision, which shall include adequate inspection throughout the course of construction, subject at all times to inspection and approval by the Administrator or his agents, and in accordance with the laws of said State, the rules and regulations of the Administrator, and the following conditions:

(*a*) It is agreed that the construction work on the project shall be performed by contract, unless the performance thereof by force account shall be approved by the Administrator or his authorized representatives. Such construction work as may be performed by force account shall be paid for on the basis of the units of work performed at the unit prices set forth in the estimate as approved by the Administrator, except that where the total actual cost is ascertained to be less than the estimate so approved the total Federal payments shall not exceed the Federal pro rata share of such total actual cost.

UNITED STATES PRO RATA SHARE OF THE COST OF SAID PROJECT

ARTICLE IV. The United States pro rata share of the value of the labor and materials which shall be actually put into the construction of Section A(1) of said project shall not in any event exceed the sum of Five thousand, eight hundred sixty and 00/100 dollars ($5,860.00), certified to the Secretary of the Treasury as above mentioned, which does not exceed the authorized Federal pro rata share of Nine thousand, seven hundred sixty and 70/100 dollars ($9,760.70), the approved total estimated cost of Section A(1) of said project.

PAYMENTS

ARTICLE V. As the construction of said project progresses, the Administrator shall from time to time draw warrants on the Secretary of the Treasury for the payment to the State Treasurer

(Official or depository)

hereby designated by the Highway Department for that purpose and authorized under the laws of said State to receive public funds of the State of Oregon
(Name)
of such sums as shall not, together with previous payments, exceed the United States pro rata share, as above specified, of the value, as determined by the Administrator after inspection and approval, of the labor and materials which have actually been put into said construction work in compliance with the requirements of Article III hereof.

The Administrator reserves the right to withhold such sum as he may deem necessary to insure completion of construction in compliance with said plans and specifications.

MAINTENANCE OF PROJECT

ARTICLE VI. The Highway Department will maintain said project in compliance with said acts of July 11, 1916, and November 9, 1921, out of funds which have been or will be made available therefor by said State in the manner herein set forth, to wit: Chap. 529, laws 1939.
(Include reference to statute authorizing funds and probable amount annually available)

The Highway Department will use every means within its power to insure proper and permanent maintenance of said project, and to that end will provide for the constant making of needed repairs to preserve a smooth-surfaced highway.

Showing of authority of the Highway Department to execute agreements will be found in the agreement for project No. 112

In witness whereof the parties have hereunto affixed their signatures, the Highway Department on the day and year first above written and the Administrator on the ______ day of

MAY 22 1940, 19__

OREGON STATE HIGHWAY COMMISSION
(Official title of Highway Department)

By Henry F. Cabell
Chairman, State Highway Commission
(Title of officer)

By ______
Member, State Highway Commission
(Title of officer)

By ______
Member, State Highway Commission
(Title of officer)

By ______
______
(Title of officer)

By ______
______
(Title of officer)

FEDERAL WORKS ADMINISTRATOR,

By W. J. O'Leary
Acting Commissioner of Public Roads.

Form PR. 3—Revised

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION

CERTIFICATE OF APPROVAL OF PLANS, SPECIFICATIONS, AND ESTIMATES

(Under "An Act to provide that the United States shall aid the States in the construction of rural roads, and for other purposes," approved July 11, 1916, and acts amendatory thereof and supplementary thereto.)

To

THE SECRETARY OF THE TREASURY, AND

THE STATE HIGHWAY DEPARTMENT OF THE STATE OF Oregon

Pursuant to the acts above cited, I hereby certify—

FIRST. That in accordance with the provisions of said acts, I have approved the plans, specifications, and estimates submitted by the State Highway Department of the State of Oregon for the construction of a highway designated in the records of this Agency as Federal Aid Secondary Project No. FAS 43-A(1) State of Oregon

SECOND. That in accordance with said provisions I have approved the sum of $ 9,760.00 as the total estimated cost of said project, and the sum of $ [illegible] as the share of the United States, payable under said acts on account of such project, which does not exceed the authorized Federal pro rata share of said total estimated cost.

Done at the city of Washington, this ____ day of MAY 22 1940
one thousand nine hundred and ____

FEDERAL WORKS ADMINISTRATOR,

By ____
Acting Commissioner of Public Roads.

U. S. GOVERNMENT PRINTING OFFICE 16—10120

RECEIVED

FAS 43-A-1

June 10, 1940

General Casualty Company of America,
Robert Gross, Agent,
Board of Trade Building,
Portland, Oregon.

Gentlemen:

You are advised that it is the intention of the State Highway Commission to make semi-final payment to Fisher Brothers, on Contract No. 2276, Hay Canyon Section of the Moro-Hay Canyon County Road in Sherman County. This payment will be made on or after June 20, 1940.

Kindly acknowledge receipt of this letter.

Very truly yours,

STATE HIGHWAY COMMISSION

By

Secretary.

JM

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AUG 1 1940
FILING

FAS 43-A-1

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION
DISTRICT ONE

MONTANA
OREGON
WASHINGTON

POST OFFICE BUILDING
PORTLAND, OREGON

RECEIVED
10 1940
STATE

June 8, 1940

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

Final inspection of Oregon Federal Aid Secondary Project No. FAS 43-A (1), Hay Canyon Section of the Moro-Hay Canyon Road, was made by a representative of this office on May 13, 1940. Prompt submission of the final voucher will be appreciated.

Prior to this we should have the usual three copies (one certified) of the contract under which the construction has been carried out.

Very truly yours,

W. H. LYNCH
District Engineer

By L Caufield
L. J. Caufield
Sr. Highway Engineer

CARL F. SMITH
AUDITOR

#2275

FAS 43-A-1

May 25, 1940

Mr. C. F. Gleason
Assistant Manager, Oregon City Branch,
The United States National Bank of Portland
Oregon City, Oregon

Dear Sir:

Reference is made to your letter of May 22 transmitting Estimate #2 of Contract No. 2276, Moro-Hay Canyon County Road Project which is being constructed by Fisher Brothers. I note that Fisher Brothers have assigned this Estimate #2 to your bank as per four copies of the assignment inclosed in your letter.

Before we can honor this assignment we must have the consent of the surety on the bond furnished by Fisher Brothers in connection with this project. The bond was written by the General Casualty Company of America which is represented by Robert Cross, Board of Trade Building, Portland. If you will have the bonding company write us a letter, stating that they consent to the assignment without prejudice to the bond, we will be glad to honor the assignment, subject to the conditions thereof. In the meantime we are holding up payment of this estimate.

In compliance with your request I am inclosing a supply of our Form No. 26, Assignment of Claim.

Very truly yours,

Secretary

HBG:AM

cc - Carl Smith

NOTED H.G.
CARL SMITH

STATE OF OREGON—HIGHWAY DEPARTMENT

ASSIGNMENT OF CLAIM

FOR THE CONSIDERATION OF Eighty five hundred & no/100

($ .00) Dollars, to us paid, us hereby sell, assign and transfer

the within claim for Eighty six hundred eleven & 15/100 as per estimate #2, contract #2275, Bay Canyon Section of Coos-Bay Canyon County Road, for work done to 5/10/30/

to Oregon City Branch, United States National Bank and authorize and empower

said Oregon City Branch, United States National Bank to act as agent for us

and in our name, place and stead, to verify said claim and to sign, receipt for and receive any warrant which may hereafter be drawn on the Treasurer of the State of Oregon or the various counties within said State of Oregon in payment of said claim, and to indorse said warrant for payment by said Treasurer; provided, however, that nothing herein shall in any manner supersede or defeat the state's prior and superior claim and interest in and to said funds, nor shall this assignment in any manner vest in the assignee any interest in said funds prejudicial to the interest and claims for labor or material.

Witness my hand this 22nd day of May, 1930

Executed in the presence of us as witnesses:

C. F. Gleason

W. E. Lightbody

Fisher Bros.

By W. H. Fisher

Member of firm.

STATE PRINTING DEPT.

The bank also requests a supply of our assignment of claim forms for their future use.

I am turning over to you for handling the assignment forms, the letter and the signed voucher, together with a supply of our assignment forms. I will hold the duplicate copy of the voucher until advised by you as to your wishes regarding payment.

Carl F. Smith
Accounting Division

CFS:EB
Att.

Form E-30—Revised—30M—1-40

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
May 24, 1940

Subject: Assignment on Contract 2276

To: H. B. Glaisyer,
Secretary
Office

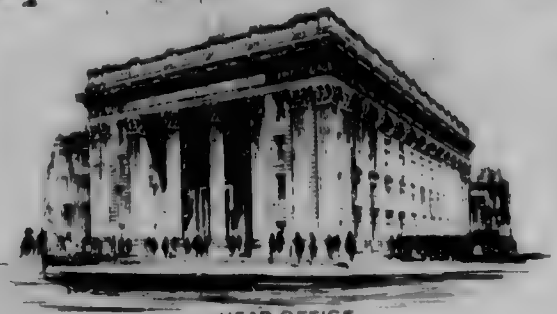
Attention: James McFarland

I have received back the signed estimate voucher for $8,611.15 in favor of Fisher Brothers on estimate 2, contract 2276, together with a letter from the U. S. National Bank of Portland, Oregon City Branch, accompanied by an assignment in triplicate given by Fisher Brothers to the bank and covering the current estimate. The bank also requests a supply of our assignment of claim forms for their future use.

I am turning over to you for handling the assignment forms, the letter and the signed voucher, together with a supply of our assignment forms. I will hold the duplicate copy of the voucher until advised by you as to your wishes regarding payment.

Carl F. Smith
Accounting Division

CFS:EB
Att.



HEAD OFFICE

ESTABLISHED 1891

THE UNITED STATES NATIONAL BANK

OF PORTLAND, OREGON

CABLE ADDRESS
"UNITBANK"

OREGON CITY BRANCH
OREGON CITY, OREGON

May 22, 1940

State Highway Commission,
Salem,
Oregon.

Gentlemen:

We enclose Estimate #2 of Contract #2276 covering Moro-Hay Canyon County Road showing $8611.15 due Fisher Bros., the contractors. We also enclose assignment of Fisher Bros. in quadruplicate to this bank covering said estimate. Will you kindly record the assignment and settle the account direct to this bank.

Will you please send us a supply of form #26, Assignment of Claim, as we have frequent use for this form and have none on hand.

Very truly yours,

C. F. Gleason

Assistant Manager.

CFG GH
Enc.

ANSWERED
H B GLAISYER

NOTED MAY 2[illegible]
CARL [illegible] SMITH
AUDITOR

Form E-1—8M—9-39

✓

OREGON STATE HIGHWAY COMMISSION
FIELD ENGINEER'S WEEKLY REPORT
FOR CONSTRUCTION PROJECTS ONLY

FAS 43-F-1

For Week Ending May 25, 1940

Section Hay Canyon

Kind of work Grading-Surfacing

Highway Moro-Hay Canyon Co Road

Section prefix 228-1004

Contractor Fisher Bros

Contract number 2276

Date of contract Jan 23, 1940

Date of completion June 30, 1940

Date work started March 26, 1940

~~Estimated~~ date of completion May 1, 1940

Amount of contract $ 11,873.00

Per cent of time elapsed 75 %

Estimated cost of completed project, exclusive of engineering $ 11,873.00

Per cent of contract completed, based on total contract price 100%

Engineering cost to date, $ 740.00, %

Date project was completed , 19

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

Job is finished and final estimate is in the express office.

This will be the final report on this Project.

NOTED
RAY WEBBER

G. SMITH

Signed

Address

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project					
Miles partially completed					
Miles completed					
Total estimated quantities					
Estimated quantities moved or placed to date					
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day					
Hours per shift					
Average force on project for week					

Percentages of men employed on contract to be secured from:

.... County, ...%; .... County, ...%; .... County, ...%; .... County, ...%

	NUMBER USED AND SECURED FROM					CONTRACTOR'S KEY MEN, ETC.	TOTAL
	COUNTY	COUNTY	COUNTY	COUNTY	OTHER SOURCES		
Men							
Men and teams							
Men and trucks under 3 tons							
Men and trucks over 3 tons							
Men and tractors							

Equipment used during week: Shovels ...., Power graders ...., Rollers ...., Mixers ...., Crushing or screening plants ....,

Compressors ...., Bulldozers ...., Sheet-foot rollers ...., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday			
Monday			
Tuesday			
Wednesday			
Thursday			
Friday			
Saturday			

STATE PRINTING DEPT.

Form E-1—5M—9-39

712 42 G-1

OREGON STATE HIGHWAY COMMISSION
FIELD ENGINEER'S WEEKLY REPORT
FOR CONSTRUCTION PROJECTS ONLY

For Week Ending May 18, 1940

Section Hay Canyon

Highway Moro-Hay Canyon County Road

Contractor Fisher Bros

Date of contract Jan 23, 1940

Date work started March 26, 1940

Amount of contract $ 11,873.00

Kind of work Grading and Surfacing

Section prefix 228-1004

Contract number 2276

Date of completion June 30, 1940

~~Estimated~~ date of completion May 1, 1940

Per cent of time elapsed 72 %

Estimated cost of completed project, exclusive of engineering $ 11,873.00

Per cent of contract completed, based on total contract price 100 %

Engineering cost to date, $ 650.00, %

Date project was completed May 1, 1940

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

Mr Stoddard, Inspector Federal Works Administration was over this Section on an inspection trip on Monday May 13th.

Survey crew measured stock piles and remeasured excavation, overbreak and borrow on Monday May 13th.

We are now working up data for final estimate which will be finsihed soon.

NOTED
RAY WEBBER

NOTED
VAN SCOY

Signed

Address

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project					
Miles partially completed					
Miles completed					
Total estimated quantities					
Estimated quantities moved or placed to date					
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day					
Hours per shift					
Average force on project for week					

Percentages of men employed on contract to be secured from:

.... County, ...%; .... County, ...%; .... County, ...%; .... County, ...%

	NUMBER USED AND SECURED FROM					CONTRACTOR'S KEY MEN, ETC.	TOTAL
	COUNTY	COUNTY	COUNTY	COUNTY	OTHER SOURCES		
Men							
Men and teams							
Men and trucks under 3 tons							
Men and trucks over 3 tons							
Men and tractors							

Equipment used during week: Shovels ...., Power graders ...., Rollers ...., Mixers ...., Crushing or screening plants ...., Compressors ...., Bulldozers ...., Sheet-foot rollers ...., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday	Fair		
Monday	..		
Tuesday	..		
Wednesday	..		
Thursday	..		
Friday	..		
Saturday	..		

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FOR FILING

FAS 43-A-1

(Stencil #28)

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

POST OFFICE BUILDING
PORTLAND, OREGON

IN YOUR REPLY PLEASE
REFER TO FILE NO. Oregon FAS 43-A (1)
Hay Canyon Section
Moro-Hay Canyon Road

April 24, 1940

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

We are forwarding herewith two copies of proposed project agreement for signature and return to this office.

Enclosed is an approved copy of the detail estimate, upon which the agreement was based, together with approved copy of specifications.

Very truly yours,

W. H. LYNCH
District Engineer

By A. F. Morris
A. F. Morris
Sr. Highway Engineer

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JUL 19 1940
FOR FILING

FAS 43-A-1

March 19, 1940

Mr. W. H. Lynch
District Engineer
Public Roads Administration
Post Office Box 3900
Portland, Oregon

Dear Sir:

Herewith are enclosed seven copies of estimate as basis for project agreement for the Hay Canyon Section, Project No. FAS 43-A (1).

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/GS

Encl.

Oregon State Highway Department

Federal Aid Secondary
Project No. FAS 43-A (1)

HAY CANYON SECTION OF THE
MORO-HAY CANYON ROAD IN SHERMAN COUNTY

(Estimate as basis for project agreement. Based on low bid prices.)

Salem, Oregon, March 5, 1940

All Required		Clearing and Grubbing	$ - -	$ 100.00
70	cu. yds.	Trench Excavation	1.00	70.00
11,000	cu. yds.	Excavation, Single Classif.	.25	2,750.00
1,300	yd. mi.	Truck Haul	.15	195.00
1.98	miles	Finishing Roadbed and Slopes	100.00	198.00
20	lin. ft.	12" Corr. Iron Pipe	1.50	30.00
50	lin. ft.	18" Corr. Iron Pipe	1.80	90.00
20	lin. ft.	24" Corr. Iron Pipe	3.00	60.00
30	lin. ft.	36" Corr. Iron Pipe	6.00	180.00
5,200	cu. yds.	1" - 0" Rock in Surfacing	1.00	5,200.00
			Subtotal	$ 8,873.00
			10% Engr. & Cont.	887.30
			Total	$ 9,760.30

Length 1.976 miles
Cost per mile $ 4,939.42

FAS Funds Requested- -	$ 5,860.00
State Funds- -	3,900.30
	$ 9,760.30

State Funds for Construction: Chap. 175, laws 1917; Chap. 31, laws 1920;
Chap. 529, laws 1939
Funds for Maintenance: Chap. 529, laws 1939

RECEIVED
FEB 9 1940
FOR FILING

7a2 43-a-1

February 9, 1940

Fisher Brothers
Route 3
Oregon City, Oregon

Gentlemen:

We are forwarding to you today, by express, a fully executed copy of Contract No. 2276 which was awarded to you on January 25, 1940, for grading and surfacing the Hay Canyon Section of the Moro-Hay Canyon County Road, in Sherman County. This is for your records and files.

Very truly yours,

JM:AM

Secretary

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FEB 6 1940
FOR FILES

7A 243-1-1

February 5, 1940

Mr. C. H. Cleaver, Special Agent
GENERAL CASUALTY COMPANY OF AMERICA
601 Board of Trade Building
Portland, Oregon

Dear Sir:

This is to advise you that we have received the four copies of Fisher Brothers' Contract on the More-Hay Canyon County Road Project, forwarded by you February 3. Thank you.

Very truly yours,

STATE HIGHWAY COMMISSION
By

Secretary

MBL

IVED
FEB 5 - 1

GENERAL INSURANCE COMPANY OF AMERICA
FIRST NATIONAL INSURANCE CO. OF AMERICA
GENERAL CASUALTY COMPANY OF AMERICA
HOME OFFICES—SEATTLE, WASHINGTON

H. K. DENT
PRESIDENT

OREGON SERVICE OFFICE
601 BOARD OF TRADE BUILDING
PORTLAND, OREGON

February 3, 1940

Mr. H. B. Glaisyer, Secretary
Oregon State Highway Commission
Salem, Oregon

Dear Sir:

Under separate cover we are sending you today four copies of Fisher Brothers' Contract on the Moro-Hay County Canyon Road Highway.

Please acknowledge receipt.

Very truly yours,

C. H. Cleaver

C. H. Cleaver
Special Agent
vh

For
records
HBG

RECEIVED
JAN 26 1940
FOR FILING

[illegible]

January 26, 1940

FISHER BROS.
Route 3
Oregon City, Oregon

Gentlemen:

We are sending you today by express four copies of State Highway Contract No. 2276 which was awarded to you on January 25, 1940, by the State Highway Commission, covering the grading and surfacing of the Hay Canyon Section of the Moro-Hay Canyon County Road, in Sherman County.

Kindly execute all four copies of this contract as to agreement and bond and return them to this office for approval by the State Highway Commission. When this has been done a fully executed copy will be returned to you for your records and files. We will also send an executed copy to the surety on your bond.

Your special attention is called to the paragraph under Section 5 of the mimeographed General Provisions (page 14), relating to the Workmen's Compensation Act. You are expected to accept the terms of this Act and to carry on your work under this contract in strict conformance thereto.

Your attention is also called to the mimeographed page immediately preceding the colored pages and relating to payment by the contractor of amounts due hospital associations, et cetera.

Very truly yours,

STATE HIGHWAY COMMISSION
By

Secretary

MBL

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FAS 42-A-1

January 25, 1940

Fisher Brothers,
Route 3
Oregon City, Oregon

Gentlemen:

Confirming my wire to you of this date, the State Highway Commission awarded to you today, the contract covering the 1.98 mile of grading and surfacing, and also furnishing of 2,000 cu. yds. crushed rock, in stock piles, on the Hay Canyon-Section of the Moro-Hay Canyon County Road, in Sherman County. This award is based on the low bid submitted by you on January 11, 1940, in the amount of $11,873.00.

Contract forms will be sent to you in a few days for execution.

Yours very truly,

Secretary

HBG:MC

cc - Geo. Hester

got confirmed

M

CLASS OF SERVICE DESIRED			
DOMESTIC		CABLE	
TELEGRAM	☒	ORDINARY	☐
DAY LETTER	☐	URGENT RATE	☐
SERIAL	☐	DEFERRED	☐
NIGHT LETTER	☐	NIGHT LETTER	☐
SPECIAL SERVICE	☐	SHIP RADIOGRAM	☐

Patrons should check class of service desired, otherwise the message will be transmitted as a telegram or ordinary cablegram.

COPY OF WESTERN UNION TELEGRAM

SALEM OREGON JANUARY 25, 1940

FISHER BROTHERS
OREGON CITY, OREGON

THE STATE HIGHWAY COMMISSION AWARDED TO YOU TODAY THE CONTRACT COVERING THE GRADING AND SURFACING OF THE HAY CANYON SECTION OF THE MORO HAY CANYON COUNTY ROAD IN SHERMAN COUNTY BASED ON YOUR LOW BID SUBMITTED ON JANUARY ELEVENTH. CONTRACT FORMS FOLLOW

H. B. GLAISYER, SECRETARY
STATE HIGHWAY COMMISSION

Telephone Your Telegrams to Postal Telegraph

MR. W. H. LYNCH
DISTRICT ENGINEER
PUBLIC ROADS ADMINISTRATION
P. O. BOX 3900
PORTLAND, OREGON

RIGHTS OF WAY FOR HAY CANYON PROJECT ARE ACQUIRED STOP WITH YOUR CONCURRENCE CONTRACT WILL BE AWARDED TODAY TO FISHER BROTHERS OF OREGON CITY

R. H. BALDOCK

FAS 43-B-1

Postal Telegraph

THE INTERNATIONAL SYSTEM

Commercial Cables · All America Cables · Mackay Radio

TELEGRAMS · CABLEGRAMS · RADIOGRAMS

RECEIVED AT
PHONE 6060
SALEM - ORE
STANDARD TIME INDICATED ON THIS MESSAGE

This is a full rate Telegram, Cablegram or Radiogram unless otherwise indicated by signal in the check or in the address.

DL	DAY LETTER
NL	NIGHT LETTER
NM	NIGHT MESSAGE
LCO	DEFERRED CABLE
NLT	NIGHT CABLE LETTER
	RADIOGRAM

Form 16 Dbl 13RW 22/21 GOVT DL

NX PORTLAND ORE 1201P JAN 25 1940

R H BALDOCK
10
STATE HIGHWAY ENGR SALEM ORE

REURTEL WE HEREBY CONCUR TODAY IN AWARD OF CONTRACT TO FISHER BROTHERS FOR OREGON FAS 43-A (1) HAY CANYON SECTION

CAUFIELD

1211P

Telephone Your Telegrams to **Postal Telegraph**

MR. W. H. LYNCH
DISTRICT ENGINEER
PUBLIC ROADS ADMINISTRATION
P. O. BOX 3900
PORTLAND, OREGON

RIGHTS OF WAY FOR HAY CANYON PROJECT ARE ACQUIRED STOP WITH YOUR CONCURRENCE CONTRACT WILL BE AWARDED TODAY TO FISHER BROTHERS OF OREGON CITY

R. H. BALDOCK

Charge to the account of ______________________ $ ________

CLASS OF SERVICE DESIRED

DOMESTIC		CABLE	
TELEGRAM	X	ORDINARY	
DAY LETTER		URGENT RATE	
SERIAL		DEFERRED	
NIGHT LETTER		NIGHT LETTER	
SPECIAL SERVICE		SHIP RADIOGRAM	

Patrons should check class of service desired, otherwise the message will be transmitted as a telegram or ordinary cablegram.

WESTERN UNION

1217-B

R. B. WHITE
PRESIDENT

NEWCOMB CARLTON
CHAIRMAN OF THE BOARD

J. C. WILLEVER
FIRST VICE-PRESIDENT

CHECK

ACCOUNTING INFORMATION

TIME FILED

Send the following message, subject to the terms on back hereof, which are hereby agreed to

SALEM, OREGON
JANUARY 25, 1940

MR. W. H. LYNCH
DISTRICT ENGINEER
PUBLIC ROADS ADMINISTRATION
P. O. BOX 3900
PORTLAND, OREGON

RIGHTS OF WAY FOR HAY CANYON PROJECT ARE ACQUIRED STOP WITH YOUR CONCURRENCE CONTRACT WILL BE AWARDED TODAY TO FISHER BROTHERS OF OREGON CITY

R. H. BALDOCK

FAS 43-A-1

January 6, 1940

Mr. W. H. Lynch
District Engineer
Public Roads Administration
P. O. Box 3900
Portland, Oregon

Dear Sir:

Reference is made to the suggested change of grade on Oregon Federal Aid Secondary Project FAS 43-A (1), Moro to Hay Canyon. Economic studies of this project disclose that the project has a Q_s of .16 and a Q_c of .37, based upon the standards which we have selected. This is the second-highest rating of the county roads in Sherman County. Since we are required, through your regulations, to spend a certain portion of the money on county roads and we must cover all counties, we have chosen the project which is apparently the best that can be found.

The State Highway Department of Oregon has taken the lead in the use of high standards on high-traffic roads. The economic survey of county and secondary roads must be the criterion for determining the type of improvement that we can afford to undertake and not some artificial standard of alignment and grade.

State and federal funds will, in my opinion, never be available in sufficient amounts for a higher type of construction on roads of this character, and since the public demands that they be improved with some type of dustless surface, it is imperative that the cost per mile be held as low as possible. Furthermore, while it is recognized that a certain subsidy must be given to some of the secondary or feeder roads and thus the amortization of the public investment carried by roads that earn a surplus of revenue, the system as a whole must be kept solvent; otherwise, bankruptcy will result. We are just at the outset of the secondary program, and we must cut our garment to fit the cloth. Traffic on such roads is low and standards must be likewise low; otherwise, we cannot bear the burden.

There is not more than two feet of soil over the rock at Station 35. A 13-foot rock cut over the length disclosed on the grade you suggest on the profile would, in my opinion, increase the cost far beyond the amount that you indicate.

For the above reasons I cannot approve higher standards for this road, and earnestly recommend your favorable consideration of the project as submitted.

Very truly yours,

R. H. Baldock
State Highway Engineer

RHB:HI

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION
DISTRICT ONE

MONTANA
OREGON
WASHINGTON

POST OFFICE BUILDING
PORTLAND, OREGON

[illegible]
JAN 3 - 1
STATE HIGHWAY [illegible]

January 2, 1940

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

Reference is made to P.S.& E. submitted for Oregon Federal Aid Secondary Project No. FAS 43-A (1), Moro to Hay Canyon.

Our review of the plans for this project suggests the possibility of improving the grade line between Stations 22 and 35. The 16° curve between Stations 22 and 25 on adverse grade is followed by about 300 feet of 7-percent grade and 600 feet of 10-percent grade. It appears that it may be possible to reduce the 10-percent grade and improve the approach to the 16° curve by extending the 2.6-percent grade ahead from Station 22 about 200 feet and laying the 7-percent grade ahead to intersect the grade line shown at about Station 38. A rough estimate indicates that this may be done at a cost not exceeding $2,000 to $3,000. We also suggest that consideration be given to flattening the 16° curve.

While the traffic on this project is light, it seems probable that the 10-percent grade, Stations 28 to 34, is controlling on this route, and therefore it is requested that consideration be given to the correcting of this hazardous condition.

We will appreciate your early consideration and reply as our concurrence in award of contract will be withheld pending a solution of the above conditions.

Very truly yours,

W H Lynch

W. H. LYNCH
District Engineer

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION
DISTRICT ONE

MONTANA
OREGON
WASHINGTON

POST OFFICE BUILDING
PORTLAND, OREGON

RECEIVED
DEC 22 1939
DIVISION

December 20, 1939

Mr. R. H. Baldock,
State Highway Engineer,
Salem, Oregon.

Dear Sir:

P. S. and E. documents for Oregon Federal Aid Secondary Project No. FAS 43-A (1), the Hay Canyon Section of the Moro-Hay Canyon Road, have today been recommended for approval. This is your authority to advertise for bids, subject to final review and approval of the plans and specifications by the Commissioner of Public Roads.

Concurrence in award will be withheld until the right-of-way has all been secured.

Our inspection of this project shows the actual distance between fences to be about 39 to 40 feet, and our approval is based on the right-of-way being sixty feet as shown on the plans.

Very truly yours,

W H Lynch

W. H. LYNCH,
District Engineer.

Copy to Ray Webber
Dec. 22

December 16, 1939

Mr. W. H. Lynch
District Engineer
Public Roads Administration
P. O. Box 3900
Portland, Oregon

Dear Sir:

We are enclosing herewith five copies of revised special provision page number one for the Hay Canyon Section, Project No. FAS 43-A (1), on which page the date of receiving bids has been changed to January 11, 1940.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/RR

Encl.

November 15, 1939

Mr. W. H. Lynch
District Engineer
Public Roads Administration
P. O. Box 3900
Portland, Oregon

Dear Sir:

Herewith are enclosed seven copies of revised estimate to accompany plans and specifications for the Hay Canyon Section, Project No. FAS 43-A (1).

Five bid proposals and five blueprint copies of plan sheet number 2 are being sent under separate cover.

These papers have been revised by increasing the quantity of 1" - 0" Rock in Surfacing to 5,200 cubic yards.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/GS

Encl.

Oregon State Highway Department

Federal Aid Secondary
Project No. FAS 43-A (1)

HAY CANYON SECTION OF THE
MORO-HAY CANYON ROAD IN SHERMAN COUNTY

(Estimate to accompany plans and specifications. Not as basis for project agreement.)

Salem, Oregon, November 15, 1939

All Required		Clearing and Grubbing	$ - -	$ 50.00
70	cu. yds.	Trench Excavation	1.00	70.00
11,000	cu. yds.	Excavation, Single Classif.	.30	3,300.00
1,300	yd. mi.	Truck Haul	.15	195.00
1.98	miles	Finishing Roadbed and Slopes	200.00	396.00
20	lin. ft.	12" Corr. Iron Pipe	1.50	30.00
50	lin. ft.	18" Corr. Iron Pipe	2.50	125.00
20	lin. ft.	24" Corr. Iron Pipe	3.50	70.00
30	lin. ft.	36" Corr. Iron Pipe	5.00	150.00
5,200	cu. yds.	1" - 0" Rock in Surfacing	1.65	8,580.00
			Subtotal	$ 12,966.00
			10% Engr. & Cont.	1,296.60
			Total	$ 14,262.60

Length	1.976 miles
Cost per mile	$ 7,217.91

FAS Funds Requested- -$ 8,560.00
State Funds- 5,702.60

$ 14,262.60

October 16, 1939

Mr. W. H. Lynch
District Engineer
Public Roads Administration
P. O. Box 3900
Portland, Oregon

Dear Sir:

Herewith are enclosed five copies of estimate and three copies of right of way statement for the Hay Canyon Section, Project No. FAS 43-A (1).

Five bid proposals and five sets of blueprint plans are being sent under separate cover.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/GS

Encl.

Oregon State Highway Department

Federal Aid Secondary
Project No. FAS 43-A (1)

HAY CANYON SECTION OF THE

MORO-HAY CANYON ROAD IN SHERMAN COUNTY

(Estimate to accompany plans and specifications. Not as basis for project agreement.)

Salem, Oregon, October 16, 1939

All Required		Clearing and Grubbing	$	$ 50.00
70	cu. yds.	Trench Excavation	1.00	70.00
11,000	cu. yds.	Excavation, Single Classif.	.30	3,300.00
1,300	yd. mi.	Truck Haul	.15	195.00
1.98	miles	Finishing Roadbed and Slopes	200.00	396.00
20	lin. ft.	12" Corr. Iron Pipe	1.50	30.00
50	lin. ft.	18" Corr. Iron Pipe	2.50	125.00
20	lin. ft.	24" Corr. Iron Pipe	3.50	70.00
30	lin. ft.	36" Corr. Iron Pipe	5.00	150.00
3,500	cu. yds.	1" - 0" Rock in Surfacing	1.65	5,775.00
			Subtotal	$ 10,161.00
			10% Engr. & Cont.	1,016.10
			Total	$ 11,177.10

Length 1.976 miles
Cost per mile $ 5,656.42

FAS Funds Requested- $ 6,710.00
State Funds- 4,467.10

$ 11,177.10

HAY CANYON SECTION

PROJECT NO. FAS 43-A (1)

While negotiations for right of way are in progress, one parcel has not been acquired, nor has the right to occupy and use same been secured, but it is now believed that all necessary right of way will be available within fourteen days.

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

October 16, 1939

CONTRACT# [redacted] 2277

1-1007 Miles Bridge-Baker & Baker-Salisbury
Medical Springs Secondary 1940

2277

RECEIVED
APR 22 1941
FOR FILING

T-1007

April 21, 1941

Hon. Earl Snell
Secretary of State
State Capitol
Salem, Oregon

Dear Sir:

This acknowledges receipt of your letter of April 18 enclosing three copies of a notice of claim by E. H. Itschner in the amount of $899.30 against R. O. Dull and Warren Bros., for shovel rental in connection with the work of surfacing and oiling the Miles Bridge-Baker and Baker-Salisbury Sections of the Medical Springs Secondary and Baker-Unity Highways.

We have made note of this claim in our records of this job abd will see that copies of thereof are today forwarded to the contracting firm and its surety.

Very truly yours,

STATE HIGHWAY COMMISSION
By

Secretary

Dgd:mbl

NOTED
D. G. DeSart

April 21, 1941

U. S. FIDELITY & GUARANTY COMPANY
M. K. Sprott, Local Agent
Bedell Building
Portland, Oregon

Gentlemen:

We have today received from the Secretary of State three copies of a notice of claim by E. H. Itschner, in the sum of $299.30, against R. O. Dail & Warren Bros., Inc., for shovel renting in connection with the work of surfacing and oiling the Miles Bridge-Baker and Baker-Salisbury Sections of the Medical Springs Secondary and Baker-Unity Highways, in Baker County, being State Highway Contract No. 2277.

Inasmuch as you are surety for the contracting firm on this job, we are sending you a copy of this notice of claim, for your information and attention.

Very truly yours,

STATE HIGHWAY COMMISSION

By

Secretary

MEL

cc - R. O. Dail and Warren Bros., Inc.
8929 S. E. Foster
Portland, Oregon

EARL SNELL
SECRETARY OF STATE
SALEM, OREGON

RECEIVED
APR 10 1941

April [illegible], 1941

Oregon State Highway Commission
Salem, Oregon

Gentlemen: Attention Mr. [illegible] B. [illegible]

There are enclosed for your information and files, three copies of a notice of claim by L. W. [illegible] for $[illegible] against the bond taken from [illegible] C. [illegible], principal, and U.S. Fidelity & Guaranty Co., surety, for work on the Miller Bridge-Baker and [illegible] section of the [illegible] Springs section and Baker Unit, Highways which were received and filed today.

Please acknowledge receipt of the copies in order to complete our files.

Very truly yours,

Earl Snell

Secretary of State

[illegible]M
[illegible]

Detant
prepare usual letters
ORBS

Molalla Oregon

April 17, 1941

To Earl Snell, Secretary of State, for the State of Oregon.

Notice is hereby given that the undersigned E. H. Itschner of Molalla, Oregon has a claim for shovel rent in the sum of 299.30 Dollars against the bond taken from R. O. Dale and Warren Bros. and the United States Fidelity & Guaranty Company for the work of surfacing and oiling the Miles Bridge-Baker and Baker-Salisbury Section of the Medical Springs Section and the Baker Unity Highways.

E. H. ITSCHNER
E. H. Itshhner

Molalla, Oregon

Endorsed: File No. 2983
Filed April 18, 1941
EARL SNELL
Secretary of State

RECEIVED
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FOR FILING

1-1007

November 25, 1940

R. O. DAIL & WARREN BROS., INC.
8919 S. E. Foster
Portland, Oregon

Gentlemen:

At the meeting of the State Highway Commission held on October 18, 1940, the following action was taken on your request for extension of time:

> "R. O. Dail & Warren Bros., Inc., Contract No. 2277, for surfacing and oiling the Miles Bridge-Baker and Baker-Salinbury Sections of the Medical Springs Secondary Highway and the Baker-Unity Highway, in Baker County, requested an extension of time from July 15 to August 23, 1940, within which to complete this job. They attributed their failure to complete the project within the specified time limit to the following: high water in the gravel pit used on the Medical Springs Highway and difficulties in obtaining clean rock for the crusher because of clay content of the pit. The Engineer advised that the statements given by the contractor for failure to complete the project within the specified time limit are correct; that the contractor started the work early enough to complete it within the specified time but spent over a month trying to get the pit in a workable condition to produce acceptable material. The traveling public, he said, has not been unduly inconvenienced by the delay and the state has incurred no extra engineering expense for supervision. He recommended, in view thereof, that the extension of time requested be granted without penalty. The Commission approved the recommendation."

Very truly yours,

STATE HIGHWAY COMMISSION

By
Secretary

MBL

cc - W. C. Williams

November 13, 1940

United States Fidelity & Guaranty Co.
M. K. Sprott, Agent
Bedell Building
Portland, Oregon

Gentlemen:

You are hereby notified that State Highway Contract No. 2277, for surfacing and oiling the Miles Bridge-Baker and Baker-Salisbury Sections of the Medical Springs Secondary and Baker-Unity Highways, in Baker County, has been completed by the contractors, R. O. Dail & Warren Bros., Inc., and that final settlement will be made by the state with said contractors, for work done under said contract, on or after November 23, 1940.

The state is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the state assumes no responsibility for any such claims should there be any.

This notice is served upon you since you appear as surety on the bond furnished by the above contractor. Kindly acknowledge receipt of this letter.

For your information we wish to advise that the total amount paid the contractor in connection with this contract will be $35,666.10. No force account work was performed therein.

Very truly yours,

STATE HIGHWAY COMMISSION

By

Secretary

DD:AM

NOTED
D. G. DeSart

R.H. Baldock

1-1007

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FOR FILING

NOTED

November 12th, 1940

COST ANALYSIS - FINAL REPORT
Medical Springs Secondary Highway, Miles Bridge-Baker Section
Baker-Unity Highway, Baker-Salisbury Section
Contract 2277 Prefix 1-1007
R. O. Dail & Warren Bros., Inc., Contractors
Dean Swift, Resident Engineer

Item	Cost	Quantity	Unit Cost	Unit Bid	Gross Revenue
Miles Bridge-Baker Section					
Pit Run Gravel Base	$2,069.67	3,961 cu. yd.	$0.55	$0.40	$1,584.40
Hauling " "	1,087.40	10,933 yd. mi.	0.10	0.08	874.64
Filler	39.00	78 cu. yd.	0.50	0.30	23.40
Hauling Filler	26.10	174 yd. mi.	0.15	0.08	13.92
Sprinkling	873.45	647 M-Gal.	1.35	1.50	970.50
Preparation of Base	1,081.86	13.87 Miles	78.00	100.00	1,387.00
Min. Agg. in Place	7,847.00	2,242 cu. yd.	3.50	2.80	6,277.60
RC-3 Asphalt in Binder Course	4,596.92	224.24 Tons	20.50	20.15	4,518.44
SC-6 Road Oil in Place	4,082.57	199.15 "	20.50	20.15	4,012.87
½"-0" Screened Gravel in Binder Course	2,370.75	1,635 cu. yd.	1.45	1.00	1,635.00
3/4"-½" Cr. Gravel in S.P.	1,378.38	641.11 " "	2.15	1.70	1,089.89
½"-¼" " " " "	1,492.85	694.35 " "	2.15	1.70	1,180.40
¼"-10 Mesh Cr. Gravel in S.P.	430.00	200 " "	2.15	1.70	340.00
Hauling Crushed Gravel	320.00	3,318.72 yd. mi.	0.10	0.08	265.50
Screen Rejections in S.P.	637.23	2,548.9 cu. yd.	0.25	0.25	637.23
Baker-Salisbury Section					
Preparation of Base	$709.10	9.04 Miles	78.00	100.00	$904.00
Sprinkling	79.20	52.8 M-Gal.	1.50	1.50	79.20
Min. Agg. in Place	5,156.55	1,637 cu. yd.	3.15	2.80	4,583.60
RC-3 Asphalt in Binder Course	791.50	38.61 Tons	20.50	20.15	777.99
SC-6 Road Oil in Place	2,728.35	133.09 "	20.50	20.15	2,681.76
3/4"-½" Cr. Rock in S.P.	605.67	310.60 cu. yd.	1.95	1.70	528.02
½"-¼" " " " "	879.25	450.9 " "	1.95	1.70	766.53

Item	Cost	Quantity	Unit Cost	Unit Bid	Gross Revenue
¼"-10 Mesh Cr. Rock in S.P.	$390.00	200 cu. yd.	$1.95	$1.70	$340.00
Screen Rejects in S.P.	155.75	623 " "	0.25	0.25	155.75
Hauling Crushed Rock	96.15	480.76 yd. mi.	0.20	0.08	38.46
	$39,924.70				$35,666.10

Total Cost	$39,924.70
Gross Revenue	35,666.10
Net Loss	$4,258.60

Net Loss Equals 12% of Gross Revenue

Miles Bridge-Baker Section

Detail of Cost

Labor:

Supervision		$850.00	
Labor		7,850.05	
State Industrial Accident Insurance		330.24	
Social Security & Unemployment Insurance		348.00	
			$9,378.29

Materials:

RC-3 Asphalt	224.24 Tons at $9.50	$2,130.28	
SC-6 Road Oil	199.15 " " 4.90	975.84	
Freight on Asphalt		1,528.12	
Freight on [redacted] Road Oil		2,190.65	
			6,824.89

Equipment Rental, Supplies & Miscellaneous:

Equipment Rental		$4,149.30	
Rented Equipment		940.66	
Hired Trucks		1,124.09	
Gas, Oil and Grease		3,392.60	
Small Tools, Supplies & Misc.		1,358.00	
Lumber		126.90	
Freight		80.12	
Overhead		462.11	
Home Office 1% of Gross Revenue		248.11	
Bond 1% of Gross Revenue		248.11	
			12,130.00
			$28,333.18

Baker-Salisbury Section

Detail of Cost

Labor:			
Supervision		$450.00	
Labor		3,248.78	
State Industrial Accident Insurance		148.01	
Social Security & Unemployment Insurance		147.95	
			$3,994.74
Materials:			
RC-3 Asphalt	38.61 Tons at $9.50	$366.80	
SC-6 Road Oil	133.09 " " 4.90	652.14	
Freight on Asphalt		265.84	
" " Road Oil		1,465.11	
			2,749.89
Equipment Rental, Supplies & Miscellaneous:			
Equipment Rental		$2,425.40	
Rented Equipment		231.00	
Gas, Oil and Grease		1,104.62	
Small Tools, Supplies & Misc.		525.00	
Lumber		90.27	
Overhead		253.50	
Home Office 1% of Gross Revenue		108.55	
Bond 1% of Gross Revenue		108.55	
			4,846.89
			$11,591.52

Miles Bridge-Baker & Baker-Salisbury Sections

REMARKS:

This contract consisted of the surfacing and oiling of 22.91 miles of road. It was bid February 15th, 1940; work was started April 4th, and completed August 23rd.

The first crushing plant set-up was made in a quarry located adjacent to highway at M.P. 38.44 on Baker-Unity Highway. The quarry contained good breaking rock of excellent character. Some stripping was necessary in order to insure clean rock. The crushing plant consisted of two small crushers (jaw and rolls) and screen. Crushing was commenced on April 26th, and on May 23rd a total of 3,221.55 cu. yds., which included 623 cu. yds. of screen rejections, had been produced. A shovel and trucks were used to load and haul to plant.

The plant was then moved to gravel pit located adjacent to a county road, about 1000 feet westerly from M.P. 38.7 on Medical Springs Secondary Highway. Setting up was commenced on May 27th, and was ready to operate about July 6th, but due to inability of Bagley bucket to strip pit on account of water, crushing was postponed. When pit was finally stripped it was found that plant had to be remodeled, as the mucky gravel would not discharge from elevator buckets. On July 13th, operations were started, and on August 15th, a total of 7,961.36 cu. yds. had been put through the plant. This quantity included 1,635 cu. yds. of ½"-0" scalped gravel material and 2,548.9 cu. yds. of screen rejections. While the gravel pit was being worked, two water pumps (1-4" and 1-6") were used to keep the water level down, so that 1 cu. yd. shovel dragline could excavate. From 3 to 6 feet of stripping of overburden was necessary. The pit contained some clay pockets, and this necessitated the use of a man to pick this material off the feeder belt.

The oiling work on both sections was prosecuted quite efficiently, taking into consideration the quantity of oil shot.

The loss on this job was due to low bid & to the poor gravel pit.

E. H. Clymer
Cost Analyst

By . . Henry Jullum

1-1007

RECEIVED
OCT 14 1940
FOR FILING

UNITED STATES FIDELITY AND GUARANTY COMPANY
PORTLAND OFFICE
1112 BEDELL BUILDING, PORTLAND, OREGON
TELEPHONE: ATWATER 8511

MORRISON K. SPROTT
Manager

JOSEPH A. BOYCE
Superintendent of Claims

October 2, 1940

Mr. H. B. Glaisyer, Secretary
Oregon State Highway Commission
Salem, Oregon

Gentlemen:

Re: Bond 58609-12-119-40
R. O. Dail & Warren Bros., Inc.

We are enclosing herewith status report form in connection with the above contract. We would appreciate your completing this form and returning it to us. An envelope is enclosed for your convenience in replying.

Very truly yours,

Supt. Surety Dept.

RCW/k
Enc.

NOTED
D. G. DeSart

RECEIVED
SEP 18 1940
FOR FILING

1-1007

September 17, 1940

United States Fidelity & Guaranty Co.
M. K. Sprott, Agent
Bedell Building,
Portland, Oregon

Gentlemen:

You are advised that it is the intention of the State Highway Commission to make semi-final payment to R. O. Dail & Warren Brothers, Inc., on contract No. 2277, on the Miles Bridge-Baker and Baker-Salisbury Section of the Medical Springs Secondary and the Baker-Unity Highway, in Baker County. This payment will be made on or after September 27, 1940.

Kindly acknowledge receipt of this letter.

Yours very truly,

OREGON STATE HIGHWAY COMMISSION

By

Secretary

RS

NOTED
D. G. DeSart

Form E-1—5M—9-39

OREGON STATE HIGHWAY COMMISSION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending Aug. 24,1940 , 19

Section	Miles Br.-Baker and Baker-Salisbury	*Kind of work*	Surf and Oil
Highway	Medical Spr. and Baker-Unity	*Section prefix*	1-1007
Contractor	Dail and Warren Brothers	*Contract number*	2277
Date of contract	Feb.15,1940 , 19	*Date of completion*	July 15,1940 , 19
Date work started	Apr.8,1940 , 19	*Estimated date of completion*	Aug.23,1940 , 19
Amount of contract	$ 33,592.65	*Per cent of time elapsed*	100 %

Estimated cost of completed project, exclusive of engineering $ 33,500

Per cent of contract completed, based on total contract price 100 %

Engineering cost to date, $ 2000 , 6 %

Date project was completed , 19

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

Work finished Friday Ahg.23rd.

NOTED
RAY WEBBER

Signed Dean Swift

Address Baker, Ore.

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project					
Miles partially completed					
Miles completed					
Total estimated quantities					
Estimated quantities moved or placed to date					
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day					
Hours per shift					
Average force on project for week					

Percentages of men employed on contract to be secured from:

.... County, ...%; .... County, ...%; .... County, ...%; .... County, ...%

	NUMBER USED AND SECURED FROM					CONTRACTOR'S KEY MEN, ETC.	TOTAL
	COUNTY	COUNTY	COUNTY	COUNTY	OTHER SOURCES		
Men							
Men and teams							
Men and trucks under 3 tons							
Men and trucks over 3 tons							
Men and tractors							

Equipment used during week: Shovels ...., Power graders ...., Rollers ...., Mixers ...., Crushing or screening plants ....,

Compressors ...., Bulldozers ...., Sheet-foot rollers ...., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday			
Monday			
Tuesday			
Wednesday			
Thursday			
Friday			
Saturday			

STATE PRINTING DEPT.

1-1007

April 26, 1940

Mr. A. E. Welcome,
District Credit Man,
Standard Oil Company of Calif.,
11 South Second St.
Walla Walla, Washington

Dear Sir:

Replying to your letter of April 23, advise that State Highway Contract No. 2277, awarded to R. O. Dail & Warren Bros., Inc., covering construction of the Miles Bridge-Baker and Baker-Salisbury Sections of the Medical Springs Secondary and Baker-Unity Highways, was let under the name of "R. O. Dail & Warren Bros., Inc.," and is signed by that firm by R. O. Dail, President; and A. L. Warren, Secretary.

Yours very truly,

Secretary

MBG:MC

STANDARD OIL COMPANY OF CALIFORNIA

SALES DEPARTMENT
R. T. VIVIAN
DISTRICT SALES MANAGER
C. A. PERKINS
L. M. BUSSERT
ASSISTANT DISTRICT SALES MANAGERS

OFFICE
FIRST NATIONAL BANK BLDG
11 SOUTH SECOND STREET
P O DRAWER 56

WALLA WALLA, WASH.

April 23, 1940

R. O. Dail & Warren Brothers
Contract #2277 -

State of Oregon Highway Commission
Salem, Oregon

Gentlemen: Attention: H. B. Glaisyer, Secretary:

Thank you for the information which you furnished us on the above contract.

It would be appreciated if you would advise us on the footnote of this letter and return to us in the self-addressed envelope whether the contract was let under the name of R. O. Dail & Warren Brothers, or under the name of R. O. Dail & Warren Brothers, Inc.

Yours very truly,

STANDARD OIL COMPANY OF CALIFORNIA
R. T. VIVIAN, District Sales Mgr.

By A. E. Welcome EBG
District Credit Man

EBG:rms

SEE THE GOLDEN GATE INTERNATIONAL EXPOSITION · MAY 25 — SEPTEMBER 29, 1940

1-1007

February 27, 1940

R. O. DAIL & WARREN BROS, INC.
8919 S. E. Foster Road
Portland, Oregon

Gentlemen:

We are returning to you by express the four copies of each of two contracts which were awarded to you on February 15, one for the Miles Bridge and Baker-Salisbury Sections in Baker County, and the other for the Warm Springs Agency-Vanora Section, in Jefferson County.

You are advised that before either of these contracts will be acceptable, it will be necessary for you to affix your corporate seal on both the agreement and bond pages of each copy of these contracts. When this has been done, please return all copies to this office.

Very truly yours,

STATE HIGHWAY COMMISSION
By

Secretary

JM:MEL

1-1[illegible]7

UNITED STATES FIDELITY AND GUARANTY COMPANY
PORTLAND OFFICE
1112 BEDELL BUILDING, PORTLAND, OREGON
TELEPHONE: ATWATER 8511

MORRISON K. SPROTT
Manager

JOSEPH A. BOYCE
Superintendent of Claims

RECEIVED
STATE HIGHWAY COMMISSION

February 26, 1940

Oregon State Highway Commission
Salem, Oregon

Gentlemen:

We are forwarding you today by express the following contracts in quadruplicate which have been completed on behalf of R. O. Dail & Warren Bros. Inc:

Contract No. 2277 - 4.8 miles surfacing and 22.91 miles oiling on the Medical Springs Secondary and Baker-Unity Highway in Baker County Miles Bridge-Baker and Baker-Salisbury Section

Contract No. 2282 - 5.1 miles surfacing and oiling on the Warm Springs Secondary Highway in Jefferson County Warm Springs Agency-Vanora Section

Yours very truly,

Raymond C. Weis
Supt. Surety Dept.

LK

cc: R. O. Dail & Warren Bros. Inc.
8919 S. E. Foster Road
Portland, Oregon

1-2277

February 19, 1940

R. O. DAIL & WARREN BROS., INC.
8919 S. E. Foster Road
Portland, Oregon

Gentlemen:

We are sending you today by express four copies of Contract No. 2277 which was awarded to you by the State Highway Commission on February 15, 1940, covering the surfacing and oiling of the Miles Bridge-Baker and Baker-Salisbury Sections of the Medical Springs Secondary and Baker-Unity Highways, in Baker County.

Kindly execute all four copies of this contract as to agreement and bond and return them to this office for approval by the State Highway Commission. When this has been done a fully executed copy will be returned to you for your records and files. We will also send an executed copy to the surety on your bond.

Your special attention is called to the paragraph under Section 5 (page 14) of the printed General Provisions, relating to the Workmen's Compensation Act. You are expected to accept the terms of this Act and to carry on your work under this contract in strict conformance thereto.

Your attention is also called to the mimeographed page immediately following page No. 25 of the mimeographed Special Provisions, relating to payment by the contractor of amounts due hospital associations, et cetera.

Very truly yours,

STATE HIGHWAY COMMISSION
By

Secretary

MBL

1-1007

February 16, 1940

R. O. Dail & Warren Bros., Inc.
8919 S. E. Foster Road
Portland, Oregon

Gentlemen:

The State Highway Commission on February 15, 1940, awarded you the contract for 4.8 miles surfacing and 22.91 miles oiling, also furnishing 2,200 cu. yds. crushed material in stock piles, on the Miles Bridge-Baker and Baker-Salisbury Sections of the Medical Springs Secondary and Baker-Unity Highways, in Baker County. This award was based on your low bid of $33,592.65 submitted on that date.

Contract forms will be sent to you for execution within the next few days.

Very truly yours,

Secretary

AM

cc - Mr. S. H. Probert
Mr. G. S. Paxson

CONTRACT# [redacted] 2278

102-1007 Repair bridge over Willamette
at Corvallis 1940

2278

Form E-30—Revised—[illegible]—4-40

RECEIVED
OCT 11 1940
FOR FILING

[illegible]

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
August 2, 1940

Subject: Corvallis Drawspan

To:

Mr. H. B. Glaisyer
Secretary
Office

Dear Sir:

For your information, Averill and Corbin completed work on Contract No. 2278, Corvallis Drawspan Reconstruction on the East Side Pacific Highway in Benton County, on July 31, 1940. Will you please secure authority from the Commission to pay the final estimate on this job.

The date specified for completion of the project was July 31, 1940.

Yours very truly,

G. S. Paxson
Bridge Engineer

By WAReeves

W. A. Reeves
Bridge Office Engineer

CAG:TH
cc: Mr. C. A. Gardner

APPROVED BY HIGHWAY COMMISSION
DATE August 22, 1940
HBGlaisyer
Secretary

RECEIVED
AUG 22 1940
FOR FILING

142-1002

August 21, 1940

GREAT AMERICAN INDEMNITY COMPANY
C/o Harvey Wells-Reed Insurance Company
Failing Building
Portland, Oregon

Gentlemen:

You are hereby notified that State Highway Contract No. 2278, for repairs to the steel bridge over the Willamette River at Corvallis, on the Corvallis-Eastside Secondary Highway, in Benton and Linn Counties, has been completed by the contractors, Averill & Corbin, and that final settlement will be made by the state with said contractors for work done under said contract on or after August 31, 1940.

The state is not advised of any unpaid claims for labor or materials or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the state assumes no responsibility for any such claims should there be any.

This notice is served upon you as you appear as surety on the bond furnished by the above contractors. Kindly acknowledge receipt of this letter.

For your information we wish to advise that the total amount paid the contractors in connection with this contract will be $19,872.80, including final payment, and that no force account work was performed therein.

Very truly yours,

STATE HIGHWAY COMMISSION
By

NOTED
D. G. DeSart

Secretary

DGD:MBL

102-1007

March 14, 1940

AVERILL & CORBIN
Route 10
Portland, Oregon

Gentlemen:

We are sending you today by express a fully executed copy of Contract No. 2278 which was awarded to you by the State Highway Commission on February 15 covering the repairing of existing steel bridge over Willamette River at Corvallis, in Benton and Linn Counties. We are also sending an executed copy to the surety on your bond.

This copy is for your records and files.

Very truly yours,

STATE HIGHWAY COMMISSION
By

Secretary

MBL

102-1007

March 14, 1940

GREAT AMERICAN INDEMNITY COMPANY
c/o Harvey Wells-Reed Insurance Agency
Failing Building
Portland, Oregon

Gentlemen:

We are sending you today by express a fully executed copy of each of the following contracts which were awarded to Averill & Corbin and to M. L. O'Neil & Son, respectively, on February 15, by the State Highway Commission:

Contract No. 2278 - Repairing existing bridge over Willamette River at Corvallis, in Benton and Linn Counties

Contract No. 2284 - Fir Creek-Laurel Road Section of the Hillsboro-Silverton Secondary Highway, in Washington County

Inasmuch as you are surety for the contractors on these jobs, these copies of the contracts are being sent you for your records and files.

Very truly yours,

STATE HIGHWAY COMMISSION
By

Secretary

MBL

JESSE S. PHILLIPS
CHAIRMAN OF THE BOARD

PACIFIC DEPARTMENT

WILLIAM H. KOOP
PRESIDENT

Great American
Indemnity Company
New York

DANIEL McPEAK
ALFRED W. HILLBACK
MANAGERS

HARVEY WELLS - FRED C. REED
GENERAL AGENTS
412 FAILING BUILDING

233 SANSOME STREET
SAN FRANCISCO, CAL.
TELEPHONE EXBROOK 0360

PORTLAND, OREGON

10-1007

MAR 2 - 1940

March 1, 1940

Oregon State Highway Commission
Salem, Oregon

Re: Averill & Corbin
M. L. O'Neil & Son

Gentlemen:

We are sending you under separate cover executed copies of contract and bond issued in connection with Contract #2278 awarded to Averill & Corbin covering the construction of drawspan over Willamette River in Corvallis, and Contract #2284 awarded to M. L. O'Neil & Son being grading, surfacing and oiling, Fir Creek-Laurel Road Section of the Hillsboro-Silverton Secondary Highway in Washington County.

Very truly yours,

HARVEY WELLS-REED INSURANCE AGENCY

By Fred C. Reed

FCR
bs:

102-1007

Februaru 19, 1940

AVERILL & CORBIN
Route 10
Portland, Oregon

Gentlemen:

We are sending you today by express a set of four copies of Contract No. 2278 which was awarded to you by the State Highway Commission on February 15, 1940, covering the repairing of the existing steel bridge over the Willamette River at Corvallis, in Benton and Linn Counties.

Kindly execute all four copies of this contract as to agreement and bond and return them to this office for approval by the State Highway Commission. When this has been done a fully executed copy will be returned to you for your records and files. We will also send an executed copy to the surety on your bond.

Your special attention is called to the paragraph under Section 7 (page 13) of the printed General Provisions, relating to the Workmen's Compensation Act. You are expected to accept the terms of this Act and to carry on your work under this contract in strict conformance thereto.

Your attention is also called to the provision on the same page relating to the payment by the contractor of amounts due hospital associations, et cetera.

Very truly yours,

STATE HIGHWAY COMMISSION
By

Secretary

HBL

102-1007

February 16, 1940

Averill & Corbin
Route 10
Portland, Oregon

Gentlemen:

The State Highway Commission on February 15, 1940, awarded you the contract for repairing existing steel bridge over the Willamette River at Corvallis, reconstructing trestle approach thereto, and construction of 0.06 mile highway roadbed, in Benton and Linn Counties. This award was based on your low bid of $20,073 submitted on that date.

Contract forms will be sent to you for execution within a few days.

Very truly yours,

AM

Secretary

cc - Mr. S. H. Probert
Mr. G. S. Paxson

CONTRACT#2279

7-1104 C.O.I.D. Canal Bridge 9 miles East
of Redmond, Ochoco Highway 1940

2279

7-1104

April 29, 1940

General Casualty Company of America,
Mansfield & Company, Agents,
Lewis Building,
Portland, Oregon.

Gentlemen:

You are hereby notified that State Highway Contract No. 2279, for the construction of a bridge over the C. O. I. D. Canal, east of Redmond on the Ochoco Highway in Crook County, has been completed by the contrators, Birkemeier & Sarenal, and that final settlement will be made by the State with said contractors for work done under said contract on or after May 9, 1940.

The State is not advised of any unpaidnclaims for labor or material, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the State assumes no responsibility for any such claims should there be any.

This notice is served upon you as you appear as surety on the bond furnished by the above contractors. Kindly acknowledge receipt of this letter.

For your information we wish to advise that the total amount paid the above contractors in connection with this contract will be $2,056.74, including the final payment.

Very truly yours,

STATE HIGHWAY COMMISSION

By

Secretary.

Dict. by J. McFarland.

#2279

Form E-30—Revised—[illegible]

OREGON STATE HIGHWAY COMMISSION
INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
April 15, 1940

7-1134

Subject: Contract 2279
C.O.I.D. Canal

To: Mr. H. B. Glaisyer
Secretary
Office

Dear Sir:

For your information Birkemeier & Saremal completed its work on Contract 2279, C.O.I.D. Canal on the Ochoco Highway in Crook County, on March 27, 1940.

Will you please secure authority from the Commission to pay the final estimate on this job.

Yours very truly,

G. S. Paxson
Bridge Engineer

By

W. A. Reeves
Bridge Office Engineer

CAG:VM
cc: C. A. Gardner

PROVED BY HIGHWAY COMMISSION
DATE May 3, 1940
Secretary

RECEIVED

7-1104

March 4, 1940

BIRKEMEIER & SAREMAL
447 Sherlock Building
Portland, Oregon

Gentlemen:

We are sending you today by express a fully executed copy of Contract No. 2279 which was awarded to you by the State Highway Commission on February 15, 1940, covering construction of a bridge over C.O.I.D. Canal on the Ochoco Highway, in Crook County.

This copy is for your records and files.

Very truly yours,

STATE HIGHWAY COMMISSION
By

Secretary

MBL

RECEIVED

7-1104

March 4, 1940

GENERAL CASUALTY COMPANY OF AMERICA
Mansfield & Company, Local Agents
Lewis Building
Portland, Oregon

Gentlemen:

We are sending you today by express fully executed copies of Contracts Nos. 2279 and 2285 which were awarded to clients of yours of February 15 and 26, 1940, respectively, as follows:

Contract No. 2279 - Bridge over C.O.I.D. Canal on the Ochoco Highway, near Redmond, in Crook County - awarded to Birkemeier and Sorensen

Contract No. 2285 - grading, surfacing, and oiling the Bend-Butler Ranch Section of the Butler County Road, in Deschutes County - awarded to J. C. Papin

Inasmuch as you are surety for the contractors on these jobs, a copy of each contract is being given to you for your records and files.

Very truly yours,

STATE HIGHWAY COMMISSION
By

Secretary

NBL

7-11-4

February 19, 1940

BIRKEMEIER & SAREMAL
447 Sherlock Building
Portland, Oregon

Gentlemen:

We are sending you today by express four copies of Contract No. 2279 which was awarded to you by the State Highway Commission on February 15, 1940, covering the C.O.I.D. Canal Bridge construction on the Ochoco Highway near Redmond, in Crook County.

Kindly execute all four copies of this contract as to agreement and bond and return them to this office for approval by the State Highway Commission. When this has been done a fully executed copy will be returned to you for your records and files. We will also send an executed copy to the surety on your bond.

Your special attention is called to the paragraph under Section 7 (page 13) of the printed General Provisions, relating to the Workmen's Compensation Act. You are expected to accept the provisions of this Act and to carry on your work under this contract in strict conformance thereto.

Your attention is also called to the paragraph on the same page relating to payment by the contractor of amounts due hospital associations, et cetera.

Very truly yours,

STATE HIGHWAY COMMISSION
By

Secretary

MBL

[illegible]

7-1104

February 16, 1940

Birkemeier & Saremal
447 Sherlock Building
Portland, Oregon

Gentlemen:

The State Highway Commission on February 15, 1940, awarded you the contract for construction of a C.O.I.D. Canal Bridge 9 miles east of Redmond on the Ochoco Highway, in Crook County. This award was based on your low bid of $2,204 submitted on that date.

Contract forms will be sent to you for execution within the next few days.

Very truly yours,

AM

Secretary

cc - Mr. S. H. Probert
Mr. G. S. Paxson

CONTRACT# [redacted] 2280

8-1203 Mussel Creek-Myers Creek Section
Oregon Coast Highway 1940

2280

R.H. Baldock

a

February 3rd, 1941

FINAL COST ANALYSIS
Mussel Creek-Myer's Creek Section
Oregon Coast Highway in Curry County
Contract 2280 Prefix 8-1203
A. S. Wallace, Contractor A. J. Ford, Resident Engineer

Item	Cost	Quantity	Unit Cost	Unit Bid	Gross Revenue
3/4"-½" Cr. Gravel in S.P.	$4,144.41	6,601.2 cu. yd.	$0.628	$1.20	$7,921.44
½"-¼" " " " "	3,809.47	6,067.7 " "	0.628	1.20	7,281.24
¼"-#10 " " " "	1,255.65	2,000.0 " "	0.628	1.19	2,380.00
Hauling Crushed Gravel, Pile Measure	5,238.21	70,539.6 yd. mi.	0.074	0.08	5,643.17
Screen Rejections	105.23	420.9 cu. yd.	0.250	0.25	105.23
Royalty on Gravel	452.69	15,089.8 " "	0.030	0.03	452.69
	$15,005.66				$23,783.77

Gross Revenue	$23,783.77
Total Cost	15,005.66
Net Profit	$8,778.11

Net Profit Equals 36.91% of Gross Revenue

NOTED
State Highway Engineer

Contract 2280

Details of Cost

Labor:		
Supervision	$368.00	
Labor	3,214.55	
State Industrial Accident Insurance 4% of P/R	143.29	
Unemployment Compensation 3% of P/R	107.48	
Old Age Benefit 1% of P/R	35.83	
		$3,869.15
Miscellaneous:		
Equipment Rental (Incl. Repairs)	$5,523.30	
Gas, Oil and Grease	2,347.80	
Move In and Set Up	910.00	
Royalty on Gravel - 15,089.8 cu. yd. at 0.03	452.69	
Misc. Expense and Small Tools	761.27	
Overhead Expense	665.77	
Home Office Expense	237.84	
Bond	237.84	
		11,136.51
Total Cost		$15,005.66

Contract 2280

REMARKS:

This was a "State Project" and consisted of furnishing 15,090 cu. yds. of crushed gravel in stockpiles. The contract was bid and awarded February 15th, 1940. Work was started July 8th, and completed August 31st, 1940.

On July 8th, the contractor moved in and started to set up the crushing plant, which was finished in two weeks on July 20th. The river channel separated the bar from the plant site, and a dragline was used to haul the bar material to the plant. For this purpose the contractor installed a 100 h.p. gasoline engine drawing a 3-yard Crescent bucket. This bucket was too large for the engine power, and after nearly a week's delay a 2-yard bucket was installed. This bucket worked satisfactorily, and rock production started July 26th. The crushing plant consisted of a 3' x 8' feeder, a 20" x 36" jaw, 3' gyraspnere and an 18" x 30" rolls crushers, a $3\frac{1}{2}$' x 12' double-deck and a $3\frac{1}{2}$' x 16' double-deck screen, three conveyor belts and a bucket elevator. The plant was driven by a 200 h.p. diesel engine. Plant labor consisted of a hoist operator, a crusher operator and a loader. The plant operated 360 hours to produce 15,090 cu. yd. at an average of 42 cu. yd. per hour. At the same time 1"-0 reject was screened from the bar material, conveyed to a bunker and hauled to a stockpile adjacent to the crusher. Approximately 16,400 cu. yd. of this material was handled during the 360 hours that the plant operated, averaging an additional 46 cu. yd. per hour.

Hauling to designated stockpiles was done by eight light trucks. Five weeks were required for the plant to complete the crushing operations.

A well designed plant capable of maintaining a high capacity, good supervision, economy of labor and ample bid prices all contributed to making possible a very substantial profit to the contractor.

E. H. Clymer
Cost Analyst

By . . M. G. Smith

RECEIVED
OCT 17 1940
FOR FILING

8-1202

October 16, 1940

UNITED STATES FIDELITY & GUARANTY COMPANY
M. K. Sprott, Local Agent
Bedell Building
Portland, Oregon

Gentlemen:

You are hereby notified that the State Highway Contract for furnishing crushed gravel in stock piles on the Mussel Creek-Myers Creek Section of the Oregon Coast Highway, in Curry County, being State Highway Contract No. 2280, has been completed by the contractor A. S. Wallace and that final settlement will be made by the state with said contractor, for work done under said contract, on or after October 26,1940.

The state is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues, or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the state assumes no responsibility for any such claims should there be any.

This notice is served upon you since you appear as surety on the bond furnished by the above contractor. Kindly acknowledge receipt of this letter.

For your information we wish to advise that the total amount paid the contractor in connection with this contract will be $23,169.32, and that no force account work was performed therein.

Very truly yours,

STATE HIGHWAY COMMISSION
By

Secretary

DGD:MBL

NOTED
D. G. DeSart

CLASS OF SERVICE DESIRED			
DOMESTIC		CABLE	
TELEGRAM	☒	ORDINARY	
DAY LETTER		URGENT RATE	
SERIAL		DEFERRED	
NIGHT LETTER		NIGHT LETTER	
SPECIAL SERVICE		SHIP RADIOGRAM	

Patrons should check class of service desired, otherwise the message will be transmitted as a telegram or ordinary cablegram.

8-1203

RECEIVED
OCT 16 1940
FOR FILING

COPY OF WESTERN UNION TELEGRAM

SALEM OREGON OCTOBER 15 1940

THORNTON TIRE SERVICE
MARSHFIELD, OREGON

RETEL WALLACE HARBOR JOB COMPLETED AUGUST 31 ACCEPTED BY HIGHWAY COMMISSION OCTOBER 11. SEMIFINAL ESTIMATE PAID OCTOBER 10 IN AMOUNT $10,177. FINAL ESTIMATE IN AMOUNT $536.17 WILL BE PAID IN ABOUT TWO WEEKS.

H B GLAISYER, SECRETARY
STATE HIGHWAY COMMISSION

(COLLECT)

7.1

Kindly acknowledge receipt of this letter.

Very truly yours,

STATE HIGHWAY COMMISSION

By

BS

Secretary

NOTED
D. G. DeSart

CLASS OF SERVICE

This is a full-rate Telegram or Cablegram unless its deferred character is indicated by a suitable symbol above or preceding the address.

BY DIRECT WIRE FROM

WESTERN UNION

R. B. WHITE
PRESIDENT

NEWCOMB CARLTON
CHAIRMAN OF THE BOARD

J. C. WILLEVER
FIRST VICE-PRESIDENT

1223

(34)

SYMBOLS
DL = Day Letter
NL = Night Letter
LC = Deferred Cable
NLT = Cable Night Letter
Ship Radiogram

The filing time shown in the date line on telegrams and day letters is STANDARD TIME at point of origin. Time of receipt is STANDARD TIME at point of destination

1940 OCT 15 AM 11 37

PRH39 25/28 XI=MARSHFIELD ORG 15 1130A

STATE HIGHWAY COMM=

PLEASE ADVISE BY WESTERNUNION RETURN WIRE ALL INFORMATION YOU HAVE REGARDING A. S. WALLACE ON STATE JOB AT HARBOR OREGON. WANT TO CHECK CREDIT RATING FOR SUBSTANTIAL ACCOUNT=

THORNTON TIRE SERVICE BIGGS.

THE COMPANY WILL APPRECIATE SUGGESTIONS FROM ITS PATRONS CONCERNING ITS SERVICE

---

made on or after September 30, 1940.

Kindly acknowledge receipt of this letter.

Very truly yours,

STATE HIGHWAY COMMISSION

By

RS

Secretary

NOTED
D. G. DeSart

8-1203

September 20, 1940

United States Fidelity & Guaranty Co.
Mr. M. K. Sprott, Agent
Bedell Bldg.,
Portland, Oregon

Gentlemen:

You are advised that it is the intention of the State Highway Commission to make semi-final payment to A. S. Wallace, on contract No. 2280, Mussel Creek-Myers Creek Section of the Oregon Coast Highway, in Curry County. This payment will be made on or after September 30, 1940.

Kindly acknowledge receipt of this letter.

Very truly yours,

STATE HIGHWAY COMMISSION

By

Secretary

RS

NOTED
D. G. DeSart

Form E-1—5M—5-40

OREGON STATE HIGHWAY COMMISSION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending Sept. 14, 1940

Section	Mussel Creek-Myers Creek	Kind of work	Rock Production
Highway	Oregon Coast	Section prefix	8-4203
Contractor	A.S.Wallace	Contract number	2280
Date of contract	Feb. 15, 1940	Date of completion	Aug. 31, 1940
Date work started	July 8, 1940	Estimated date of completion	, 19
Amount of contract	$ 22,140.00	Per cent of time elapsed	%

Estimated cost of completed project, exclusive of engineering $ 23,331.00

Per cent of contract completed, based on total contract price 100 %

Engineering cost to date, $ 925.00, 0.04 %

Date project was completed Aug. 31, 1940

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

Turned in semi-final estimate to Division office this week.

NOTED
RAY WEBB

RECEIVED
SEP 16 1940
CONST

A J Ford

Signed A.J. Ford, Res. Eng'r.

Address Marshfield

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project					
Miles partially completed					
Miles completed					
Total estimated quantities					
Estimated quantities moved or placed to date					
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day					
Hours per shift					
Average force on project for week					

Percentages of men employed on contract to be secured from:

.... County, ...%; .... County, ...%; .... County, ...%; .... County, ...%

	NUMBER USED AND SECURED FROM					CONTRACTOR'S KEY MEN, ETC.	TOTAL
	COUNTY	COUNTY	COUNTY	COUNTY	OTHER SOURCES		
Men							
Men and teams							
Men and trucks under 3 tons							
Men and trucks over 3 tons							
Men and tractors							

Equipment used during week: Shovels ...., Power graders ...., Rollers ...., Mixers ...., Crushing or screening plants ....,

Compressors ...., Bulldozers ...., Sheet-foot rollers ...., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday			
Monday			
Tuesday			
Wednesday			
Thursday			
Friday			
Saturday			

STATE PRINTING DEPT.

8-1203

March 14, 1940

Mr. A. S. Wallace
Roseburg, Oregon

Dear Sir:

We are sending you today by express a fully executed copy of Contract No. 2280 which was awarded to you by the State Highway Commission on February 15, covering the furnishing of crushed rock in stock piles on the Mussel Creek-Myers Creek Section of the Oregon Coast Highway, in Curry County. We are also sending a fully executed copy to the surety on your bond.

This copy is for your records and files.

Very truly yours,

STATE HIGHWAY COMMISSION
By

Secretary

MBL

6-1202

February 19, 1940

Mr. A. S. Wallace
Roseburg, Oregon

Dear Sir:

We are sending you today by express four copies of Contract No. 2280 which was awarded to you by the State Highway Commission on February 15, 1940, covering the furnishing of crushed gravel in stock piles on the Mussel Creek-Myers Creek Section of the Oregon Coast Highway, in Curry County.

Kindly execute all four copies of this contract as to agreement and bond and return them to this office for approval by the State Highway Commission. When this has been done a fully executed copy will be returned to you for your records and files. We will also send an executed copy to the surety on your bond.

Your special attention is called to the paragraph under Section 5, (page 14) of the printed General Provisions, relating to the Workmen's Compensation Act. You are expected to accept the terms of this Act and to carry on your work under this contract in strict conformance thereto.

Your attention is also called to the mimeographed page immediately following page No. 15 of the mimeographed Special Provisions, relating to payment by the contractor of amounts due hospital associations, et cetera.

Very truly yours,

STATE HIGHWAY COMMISSION
By

Secretary

MBL

8-1203

February 16, 1940

Mr. A. S. Wallace
1249 Harrison
Roseburg, Oregon

Dear Sir:

The State Highway Commission on February 15, 1940, awarded you the contract for furnishing 13,800 cu. yds. crushed gravel in stock piles on the Mussel Creek-Myers Creek Section of the Oregon Coast Highway, in Curry County. This award was based on your low bid of $22,140 submitted on that date.

Contract forms will be sent to you for execution within the next few days.

Very truly yours,

Secretary

AM

cc - Mr. J. H. Probert
Mr. C. S. Paxson

CONTRACT# [redacted] 228

FA 13-A-3,B-2 John Day-Prairie City 1940
14-A-3,B-1 Sec., John Day Hwy.
#2281

RECEIVED
OCT 22 1940
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12-B-2

October 21, 1940

GENERAL CASUALTY COMPANY OF AMERICA
C. H. Cleaver, Local Agent
Board of Trade Building
Portland, Oregon

Gentlemen:

You are hereby notified that State Highway Contract No. 2281, for grading, surfacing, and oiling the Jogn Day-Prairie City Section of the John Day Highway, in Grant County, has been completed by the contractor, Triangle Construction Company, and that final settlement will be made by the state with said contractor, for work done under said contract, on or after October 31, 1940.

The state is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues, or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the state assumes no responsibility for any such claims should there be any.

This notice is served upon you since uou appear as surety on the bond furnished by the above contractor. Kindly acknowledge receipt of this letter.

For your information we wish to advise that the total amount paid the contractor in connection with this contract will be $74,767.84, of which $442.37 is for force account work.

Very truly yours,

STATE HIGHWAY COMMISSION
By

Secretary

DGD:MBL

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13-A-3

September 30, 1940

General Casualty Company of America
Mr. C. H. Cleaver, Agent
Board of Trade Building,
Portland, Oregon

Gentlemen:

You are advised that it is the intention of the State Highway Commission to make semi-final payment to the Triangle Construction Company on Contract No. 2281, John Day-Prairie City Section of the John Day Highway in Grant County. This payment will be made on or after October 10, 1940.

Kindly acknowledge receipt of this letter.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

By

Secretary

RS

11-A-3

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FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT NO.

POST OFFICE BUILDING
PORTLAND, OREGON

Stencil No. 8.

IN YOUR REPLY PLEASE
REFER TO FILE No.

September 7, 1940

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

Final inspection of Oregon Federal Aid Project No. FAP 14-A (3), Hall Hill - Prairie City Section of the John Day Highway, was made by a representative of this office on August 29, 1940. Prompt submission of the final voucher will be appreciated.

Very truly yours,

W. H. LYNCH
District Engineer

By L. Caufield
L. J. Caufield
Sr. Highway Engineer

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FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION

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UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

POST OFFICE BUILDING
PORTLAND, OREGON

14-A-3

IN YOUR REPLY PLEASE
REFER TO FILE No.

Stencil No. 124
Oregon FAP 14-A (3)
Hall Hill-Prairie City Sec.
John Day Highway

June 13, 1940

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

We are forwarding herewith, for your files, an executed copy of the ____________________ project agreement and certificate for the above numbered project.

Very truly yours,

W. H. LYNCH
District Engineer

By L J Caufield
L. J. Caufield
Sr. Highway Engineer

Encls.

Jon

WA4pr 5432

Form P. R. 2

State Oregon

Federal Aid Project No. 14-A(3)

PROJECT AGREEMENT

MEMORANDUM OF AGREEMENT made this 8th day of May, 1940

by and between The Oregon State Highway Commission

, constituting

for the purpose hereof, the Highway Department of the State of Oregon hereinafter called the Highway Department, and the Federal Works Administrator, hereinafter called the Administrator, under and pursuant to the provisions of the act of Congress approved July 11, 1916 (39 Stat., 355), entitled "An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes," and of the act approved November 9, 1921 (42 Stat., 212), entitled "An Act to amend the Act entitled 'An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes,' approved July 11, 1916, as amended and supplemented, and for other purposes," and acts amendatory thereof or supplementary thereto:

Whereas the Highway Department of said State submitted on the 17th day of January, 1940, a revised project statement, which was approved on the 3d day of February, 1940, for the proposed construction of a project consisting of the road hereinafter described; and

Whereas the Highway Department, in accordance with the rules and regulations promulgated for the administration of the Federal Highway Act, has furnished surveys, plans, specifications, and estimates for Section A(3) of said project which were recommended for approval by the District Engineer of the Public Roads Administration on the 31st day of January 1940; and

Whereas the Administrator has certified to the Secretary of the Treasury his approval of said surveys, plans, specifications, and estimates, and the sum of six thousand, three hundred thirty and 00/100 dollars ($6,330.00) as the share of the United States payable under said act on account of Section A(3) of said project, which does not exceed the authorized Federal pro rata share of the approved total estimated cost thereof:

Now, therefore, in consideration of the premises and of the several promises to be faithfully performed by each, as hereinafter set forth, the Highway Department and the Administrator do hereby mutually agree as follows:

16—11370

FUNDS AT THE DISPOSAL OF THE HIGHWAY DEPARTMENT

ARTICLE I. Funds for the use of the Highway Department in the construction of said project have been made available in the following manner, to wit:

(*a*) By the State from Chap. 175, laws 1917; Chap. 31, laws 1920; Chap. 529, laws 1939. (Include date and citation of act of legislature by which authorized)

(*b*) From other sources

(State how placed under direct control of Highway Department)

ROAD EMBRACED IN PROJECT

ARTICLE II. This agreement covers the following highway as described in detail in said surveys, plans, and specifications:

Between survey station 582+20 in the SW 1/4 of Section 9, T. 13 S., R. 33 E., W. M., at the easterly terminus of Oregon FAP 13-B(2), and survey station 696+20 on Front Street in Prairie City at the westerly terminus of Oregon FAP 14-B(1) (excepting therefrom the 0.013 of a mile length of the bridge between survey stations 692+20 and 692+89), length 2.146 miles, in Grant County, being Section A(3) of Oregon Federal Aid project No. 14, consisting of 2.146 miles of roadway and no bridges, ~~eac~~h of more than 20 feet clear span. ~~of a mile in length~~

CHARACTER AND METHOD OF CONSTRUCTION

ARTICLE III. The Highway Department will construct or cause to be constructed to final completion said project, in strict compliance with said plans and specifications, which are made a part hereof, under its direct supervision, which shall include adequate inspection throughout the course of construction, subject at all times to inspection and approval by the Administrator or his agents, and in accordance with the laws of said State, the rules and regulations of the Administrator, and the following conditions:

(*a*) It is agreed that the construction work on the project shall be performed by contract, unless the performance thereof by force account shall be approved by the Administrator or his authorized representatives. Such construction work as may be performed by force account shall be paid for on the basis of the units of work performed at the unit prices set forth in the estimate as approved by the Administrator, except that where the total actual cost is ascertained to be less than the estimate so approved the total Federal payments shall not exceed the Federal pro rata share of such total actual cost.

UNITED STATES PRO RATA SHARE OF THE COST OF SAID PROJECT

ARTICLE IV. The United States pro rata share of the value of the labor and materials which shall be actually put into the construction of Section A(3) of said project shall not in any event exceed the sum of six thousand, three hundred thirty and 00/100 dollars ($ 6,330.00), certified to the Secretary of the Treasury as above mentioned, which does not exceed the authorized Federal pro rata share of ten thousand, five hundred forty-six and 80/100 dollars ($ 10,546.80), the approved total estimated cost of Section A(3) of said project.

PAYMENTS

ARTICLE V. As the construction of said project progresses, the Administrator shall from time to time draw warrants on the Secretary of the Treasury for the payment to State Treasurer (Official or depository) hereby designated by the Highway Department for that purpose and authorized under the laws of said State to receive public funds of the State of Oregon (Name) of such sums as shall not, together with previous payments, exceed the United States pro rata share, as above specified, of the value, as determined by the Administrator after inspection and approval, of the labor and materials which have actually been put into said construction work in compliance with the requirements of Article III hereof.

The Administrator reserves the right to withhold such sum as he may deem necessary to insure completion of construction in compliance with said plans and specifications.

MAINTENANCE OF PROJECT

ARTICLE VI. The Highway Department will maintain said project in compliance with said acts of July 11, 1916, and November 9, 1921, out of funds which have been or will be made available therefor by said State in the manner herein set forth, to wit: Chapter 529, laws 1939. (Include reference to statute authorizing funds and probable amount annually available)

The Highway Department will use every means within its power to insure proper and permanent maintenance of said project, and to that end will provide for the constant making of needed repairs to preserve a smooth-surfaced highway.

Showing of authority of the Highway Department to execute agreements will be found in the agreement for project No. 112.

In witness whereof the parties have hereunto affixed their signatures, the Highway Department on the day and year first above written and the Administrator on the ______ day of

MAY 25 1940, 19__

OREGON STATE HIGHWAY COMMISSION
(Official title of Highway Department)

By Henry F. Cabell
Chairman, State Highway Commission
(Title of officer)

By
Member, State Highway Commission
(Title of officer)

By ______
Member, State Highway Commission
(Title of officer)

By ______
______
(Title of officer)

By ______
______
(Title of officer)

FEDERAL WORKS ADMINISTRATOR,

By H. J. O'Leary
Acting Commissioner of Public Roads.

U. S. GOVERNMENT PRINTING OFFICE 16—11879

Form PR. 8—Revised

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION

CERTIFICATE OF APPROVAL OF PLANS, SPECIFICATIONS, AND ESTIMATES

(Under "An Act to provide that the United States shall aid the States in the construction of rural roads, and for other purposes," approved July 11, 1916, and acts amendatory thereof and supplementary thereto.)

To

THE SECRETARY OF THE TREASURY, AND

THE STATE HIGHWAY DEPARTMENT OF THE STATE OF Oregon

Pursuant to the acts above cited, I hereby certify—

FIRST. That in accordance with the provisions of said acts, I have approved the plans, specifications, and estimates submitted by the State Highway Department of the State of Oregon for the construction of a highway designated in the records of this Agency as Federal Aid Project No. 14-A(3) State of Oregon

SECOND. That in accordance with said provisions I have approved the sum of $ 10,546.80 as the total estimated cost of said project, and the sum of $ 6,330.00 as the share of the United States, payable under said acts on account of such project, which does not exceed the authorized Federal pro rata share of said total estimated cost.

Done at the city of Washington, this ______ day of MAY 25 1940

one thousand nine hundred and ______

FEDERAL WORKS ADMINISTRATOR,

By H. J. O'Leary
Acting Commissioner of Public Roads.

U. S. GOVERNMENT PRINTING OFFICE 16—10128

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14-a-3

May 13, 1940

Mr. W. H. Lynch
District Engineer
Public Roads Administration
Post Office Box 3900
Portland, Oregon

Dear Sir:

Herewith are enclosed two signed copies of project agreement for the Hall Hill-Prairie City Section, Project No. FA 14-A (3).

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/GS

Encl.

14-A-3

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SEP 11 1940
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UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

(~~Stencil~~ #28)

POST OFFICE BUILDING
PORTLAND, OREGON

IN YOUR REPLY PLEASE REFER TO FILE No. Ore. FAP 14-A (3)
Hall Hill-Prairie City Sec.
John Day Highway

April 17, 1940

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

We are forwarding herewith two copies of proposed project agreement for signature and return to this office.

Enclosed is an approved copy of the detail estimate, upon which the agreement was based, together with approved copy of specifications.

Very truly yours,

W. H. LYNCH
District Engineer

By L. Caufield
L. J. Caufield
Sr. Highway Engineer

RECEIVED
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FA 14-A-3

March 19, 1940

Mr. W. H. Lynch
District Engineer
Public Roads Administration
Post Office Box 3900
Portland, Oregon

Dear Sir:

Herewith are enclosed seven copies of estimate as basis for project agreement for the Hall Hill-Prairie City Section, Project No. FA 14-A (3).

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/GS

Encl.

Oregon State Highway Department Federal Aid Project No. 14-A (3)

HALL HILL-PRAIRIE CITY SECTION

OF THE JOHN DAY HIGHWAY IN GRANT COUNTY

(Estimate as basis for project agreement. Based on low bid prices.)

Salem, Oregon, March 14, 1940

Outside of City (Sta. 582+20 to 689+24.6)

3,850	cu. yds.	Screened Gravel Base	$ .30	$ 1,155.00
19,000	yd. mi.	Hauling Gravel Base	.07	1,330.00
380	cu. yds.	Filler	.25	95.00
380	yd. mi.	Hauling Filler	.10	38.00
190	M-gals.	Sprinkling	1.00	190.00
2.02	miles	Preparation of Base	100.00	202.00
1,360	cu. yds.	Mineral Aggregate in Place	2.18	2,964.80
90	tons	Asphalt in Place	26.50	2,385.00
24	tons	Emulsified or RC-3 Asphalt in Seal Coat	25.50	612.00
			Subtotal	$ 8,971.80
			10% Engr. & Cont.	897.18
			Total	$ 9,868.98

Length of Roadway 2.027 miles
Cost per mile $ 4,868.76

Work Inside Prairie City (Sta. 689+24.6 to 696+20)

250	cu. yds.	Screened Gravel Base	$ .30	$ 75.00
1,500	yd. mi.	Hauling Gravel Base	.07	105.00
20	cu. yds.	Filler	.25	5.00
20	yd. mi.	Hauling Filler	.10	2.00
10	M-gals.	Sprinkling	1.00	10.00
0.13	mile	Preparation of Base	100.00	13.00
90	cu. yds.	Mineral Aggregate in Place	2.18	196.20
6	tons	Asphalt in Place	26.50	159.00
2	tons	Emulsified or RC-3 Asphalt in Seal Coat	25.50	51.00
			Subtotal	$ 616.20
			10% Engr. & Cont.	61.62
			Total	$ 677.82

Length of Roadway 0.119 mile
Cost per mile $ 5,969.96

SUMMARY OF FUNDS REQUESTED

Item	Total Cost	Federal Aid Funds	State Funds
Work Outside City	$ 9,868.98	$ 5,923.00	$ 3,945.98
Work Inside City	677.82	407.00	270.82
	$ 10,546.80	$ 6,330.00	$ 4,216.80

State Funds for Construction: Chap. 175, laws 1917; Chap. 31, laws 1920;
Chap. 529, laws 1939
State Funds for Maintenance: Chap. 529, laws 1939

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION
DISTRICT ONE

MONTANA
OREGON
WASHINGTON

POST OFFICE BUILDING
PORTLAND, OREGON

January 31, 1940

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

P.S.& E. documents for Oregon Federal Aid Project No. 14-A (3), the Hall Hill-Prairie City Section of the John Day Highway, have today been recommended for approval, subject to final review and approval by the Commissioner of Public Roads. This is your authority to advertise for bids.

Prompt submission of the bid tabulation and agreement estimate will be appreciated.

Very truly yours,

W H Lynch

W. H. LYNCH
District Engineer

January 26, 1940

Mr. W. H. Lynch
District Engineer
Public Roads Administration
Post Office Box 3900
Portland, Oregon

Dear Sir:

Herewith are enclosed seven copies of estimate and three copies of right of way statement for the Hall Hill-Prairie City Section, Project No. FA 14-A (3).

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/ME

Encl.

Oregon State Highway Department Federal Aid Project No. 14-A (3)

BALL HILL-PRAIRIE CITY SECTION

OF THE JOHN DAY HIGHWAY IN GRANT COUNTY

(Estimate to accompany plans and specifications. Not as basis for project agreement.)

Salem, Oregon, January 26, 1940

Outside of City (Sta. 582+20 to 689+24.6)

3,850	cu. yds.	Screened Gravel Base	$ .40	$ 1,540.00
19,000	yd. mi.	Hauling Gravel Base	.10	1,900.00
380	cu. yds.	Filler	.40	152.00
380	yd. mi.	Hauling Filler	.15	57.00
190	M-gals.	Sprinkling	1.50	285.00
2.02	miles	Preparation of Base	100.00	202.00
1,360	cu. yds.	Mineral Aggregate in Place	2.30	3,128.00
90	tons	Asphalt in Place	27.00	2,430.00
24	tons	Emulsified or RC-3 Asphalt in Seal Coat	27.00	648.00
			Subtotal	$ 10,348.00
			10% Engr. & Cont.	1,034.20
			Total	$ 11,376.20

Length of Roadway 2.027 miles
Cost per mile $ 5,612.33

Work Inside Prairie City (Sta. 689+24.6 to 696+20)

250	cu. yds.	Screened Gravel Base	$ .40	$ 100.00
1,500	yd. mi.	Hauling Gravel Base	.10	150.00
20	cu. yds.	Filler	.40	8.00
20	yd. mi.	Hauling Filler	.15	3.00
10	M-gals.	Sprinkling	1.50	15.00
0.13	mile	Preparation of Base	100.00	13.00
90	cu. yds.	Mineral Aggregate in Place	2.30	207.00
6	tons	Asphalt in Place	27.00	162.00
2	tons	Emulsified or RC-3 Asphalt in Seal Coat	27.00	54.00
			Subtotal	$ 712.00
			10% Engr. & Cont.	71.20
			Total	$ 783.20

Length of Roadway	0.119 mile
Cost per mile	$ 6,581.51

SUMMARY OF FUNDS REQUESTED

Item	Total Cost	Federal Aid Funds	State Funds
Work Outside City	$ 11,376.20	$ 6,830.00	$ 4,546.20
Work Inside City	783.20	470.00	313.20
	$ 12,159.40	$ 7,300.00	$ 4,859.40

[illegible]

[illegible]

[illegible]
[illegible]

By

[illegible]
[illegible]

[illegible]

HALL HILL-PRAIRIE CITY SECTION

PROJECT NO. FA 14-A (3)

All necessary right of way has been acquired for this project.

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

January 26, 1940

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FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

IN YOUR REPLY PLEASE
REFER TO FILE No.________

POST OFFICE BUILDING
PORTLAND, OREGON

Stencil No. 8.

September 7, 1940

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

Final inspection of Oregon Federal Aid Project No. FAP 13-B (2), Fisk Creek-Hall Hill Section, John Day Highway, was made by a representative of this office on August 29, 1940. Prompt submission of the final voucher will be appreciated.

Very truly yours,

W. H. LYNCH
District Engineer

By L. J. Caufield
L. J. Caufield
Sr. Highway Engineer

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FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

POST OFFICE BUILDING
PORTLAND, OREGON

Stencil No. 124

IN YOUR REPLY PLEASE
REFER TO FILE No. Oregon FAP 15-B (2)
Fisk Creek-Hall Hill Section,
John Day Highway

June 10, 1940

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

We are forwarding herewith, for your files, an executed copy of the ____________________ project agreement and certificate for the above numbered project.

Very truly yours,

W. H. LYNCH
District Engineer

By L. J. Caufield
L. J. Caufield
Sr. Highway Engineer

Encls.

Mon

Wa4pr-5324

Form P. R. 2

State Oregon

Federal Aid Project No. 13-B (2)

PROJECT AGREEMENT

MEMORANDUM OF AGREEMENT made this 8th day of May, 1940

by and between The Oregon State Highway Commission

, constituting

for the purpose hereof, the Highway Department of the State of Oregon hereinafter called the Highway Department, and the Federal Works Administrator, hereinafter called the Administrator, under and pursuant to the provisions of the act of Congress approved July 11, 1916 (39 Stat., 355), entitled "An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes," and of the act approved November 9, 1921 (42 Stat., 212), entitled "An Act to amend the Act entitled 'An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes,' approved July 11, 1916, as amended and supplemented, and for other purposes," and acts amendatory thereof or supplementary thereto:

Whereas the Highway Department of said State submitted on the 25th day of February, 1938, a revised project statement, which was approved on the 10th day of March, 1938, for the proposed construction of a project consisting of the road hereinafter described; and

Whereas the Highway Department, in accordance with the rules and regulations promulgated for the administration of the Federal Highway Act, has furnished surveys, plans, specifications, and estimates for Section B (2) of said project which were recommended for approval by the District Engineer of the Public Roads Administration on the 31st day of January 1940; and

Whereas the Administrator has certified to the Secretary of the Treasury his approval of said surveys, plans, specifications, and estimates, and the sum of eight thousand, seven hundred twenty and 00/100 dollars ($8,720.00) as the share of the United States payable under said act on account of Section B (2) of said project, which does not exceed the authorized Federal pro rata share of the approved total estimated cost thereof:

Now, therefore, in consideration of the premises and of the several promises to be faithfully performed by each, as hereinafter set forth, the Highway Department and the Administrator do hereby mutually agree as follows:

16—11370

FUNDS AT THE DISPOSAL OF THE HIGHWAY DEPARTMENT

Article I. Funds for the use of the Highway Department in the construction of said project have been made available in the following manner, to wit:

(*a*) By the State Chap. 175, laws 1917; Chap. 51, laws 1920; (Include date and citation of

Chap. 529, laws 1930.

act of legislature by which authorized)

(*b*) From other sources

(State how placed under direct control of Highway Department)

ROAD EMBRACED IN PROJECT

Article II. This agreement covers the following highway as described in detail in said surveys, plans, and specifications:

Between survey station 410+80 in the S.W. ¼ of Sec. 13, T. 13 S., R. 32 E., W.M., at the easterly terminus of Oregon FAP 13-A(2), and survey station 582+20 in the S.W. ¼ of Sec. 9, T. 13 S., R. 33 E., W.M., at the westerly terminus of Oregon FAP 14-A(2) (excepting therefrom the 0.037 of a mile length of the bridge between survey stations 456+55 and 457+12 and between survey stations 462+75 and 464+10, length 3.209 miles, in Grant County, being Section B (2) of Oregon Federal Aid project No. 13, consisting of 3.209 miles of roadway and no bridges~~, eac~~h of more than 20 feet clear span.

[illegible]

CHARACTER AND METHOD OF CONSTRUCTION

ARTICLE III. The Highway Department will construct or cause to be constructed to final completion said project, in strict compliance with said plans and specifications, which are made a part hereof, under its direct supervision, which shall include adequate inspection throughout the course of construction, subject at all times to inspection and approval by the Administrator or his agents, and in accordance with the laws of said State, the rules and regulations of the Administrator, and the following conditions:

(*a*) It is agreed that the construction work on the project shall be performed by contract, unless the performance thereof by force account shall be approved by the Administrator or his authorized representatives. Such construction work as may be performed by force account shall be paid for on the basis of the units of work performed at the unit prices set forth in the estimate as approved by the Administrator, except that where the total actual cost is ascertained to be less than the estimate so approved the total Federal payments shall not exceed the Federal pro rata share of such total actual cost.

UNITED STATES PRO RATA SHARE OF THE COST OF SAID PROJECT

ARTICLE IV. The United States pro rata share of the value of the labor and materials which shall be actually put into the construction of Section B (2) of said project shall not in any event exceed the sum of eight thousand, seven hundred twenty and 00/100 dollars ($8,720.00), certified to the Secretary of the Treasury as above mentioned, which does not exceed the authorized Federal pro rata share of fourteen thousand, five hundred twenty-four and 95/100 dollars ($14,524.95), the approved total estimated cost of Section B (2) of said project.

PAYMENTS

ARTICLE V. As the construction of said project progresses, the Administrator shall from time to time draw warrants on the Secretary of the Treasury for the payment to The State Treasurer (Official or depository) hereby designated by the Highway Department for that purpose and authorized under the laws of said State to receive public funds of the State of Oregon (Name) of such sums as shall not, together with previous payments, exceed the United States pro rata share, as above specified, of the value, as determined by the Administrator after inspection and approval, of the labor and materials which have actually been put into said construction work in compliance with the requirements of Article III hereof.

The Administrator reserves the right to withhold such sum as he may deem necessary to insure completion of construction in compliance with said plans and specifications.

MAINTENANCE OF PROJECT

ARTICLE VI. The Highway Department will maintain said project in compliance with said acts of July 11, 1916, and November 9, 1921, out of funds which have been or will be made available therefor by said State in the manner herein set forth, to wit: (Include reference to statute authorizing funds and probable amount annually available)

Chap. 529, laws 1939.

The Highway Department will use every means within its power to insure proper and permanent maintenance of said project, and to that end will provide for the constant making of needed repairs to preserve a smooth-surfaced highway.

Showing of authority of the Highway Department to execute agreements will be found in the agreement for project No. 112.

In witness whereof the parties have hereunto affixed their signatures, the Highway Department on the day and year first above written and the Administrator on the ________ day of

MAY 25 1940, 19____

OREGON STATE HIGHWAY COMMISSION
(Official title of Highway Department)

By Henry F. Cabell
Chairman, State Highway Commission
(Title of officer)

By Herman Oliver
Member, State Highway Commission
(Title of officer)

By ________
Member, State Highway Commission
(Title of officer)

By ________
____
(Title of officer)

By ________
____
(Title of officer)

FEDERAL WORKS ADMINISTRATOR,

By H. J. O'Leary
Acting Commissioner of Public Roads.

U. S. GOVERNMENT PRINTING OFFICE 16—11379

Form PR. 8—Revised

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION

CERTIFICATE OF APPROVAL OF PLANS, SPECIFICATIONS, AND ESTIMATES

(*Under "An Act to provide that the United States shall aid the States in the construction of rural roads, and for other purposes," approved July 11, 1916, and acts amendatory thereof and supplementary thereto.*)

To

THE SECRETARY OF THE TREASURY, AND

THE STATE HIGHWAY DEPARTMENT OF THE STATE OF Oregon

Pursuant to the acts above cited, I hereby certify—

FIRST. That in accordance with the provisions of said acts, I have approved the plans, specifications, and estimates submitted by the State Highway Department of the State of Oregon for the construction of a highway designated in the records of this Agency as Federal Aid Project No. 13-B(2) State of Oregon

SECOND. That in accordance with said provisions I have approved the sum of $ 14,524.95 as the total estimated cost of said project, and the sum of $ 8,720.00 as the share of the United States, payable under said acts on account of such project, which does not exceed the authorized Federal pro rata share of said total estimated cost.

Done at the city of Washington, this ______ day of MAY 25 1940 one thousand nine hundred and ______

FEDERAL WORKS ADMINISTRATOR,

By ______
Acting Commissioner of Public Roads.

RECEIVED
SEP 3 - 1940
FOR FILING

13-B-2

May 13, 1940

Mr. W. H. Lynch
District Engineer
Public Roads Administration
Post Office Box 3900
Portland, Oregon

Dear Sir:

Herewith are enclosed two signed copies of project agreement for the Fisk Creek-Hall Hill Section, Project No. FA 13-B (2).

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/GS

Encl.

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WORKS AGENCY
FEDE ADMINISTRATI
PUBLIC ROADS

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

POST OFFICE BUILDING
PORTLAND, OREG.

IN YOUR REPLY PLEASE REFER TO

FILE No. Oregon FAP 13-B (2)
Fisk Creek-Hall Hill Sec.
John Day Highway

April 12, 1940

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

We are forwarding herewith two copies of proposed project agreement for signature and return to this office.

Enclosed also is an approved copy of the detail estimate, upon which the agreement was based, together with approved copy of specifications.

Very truly yours,

W. H. LYNCH
District Engineer

By L Caufield
L. J. Caufield
Sr. Highway Engineer

Encls.

FA 13-B-2

March 19, 1940

Mr. W. H. Lynch
District Engineer
Public Roads Administration
Post Office Box 3900
Portland, Oregon

Dear Sir:

Herewith are enclosed seven copies of estimate as basis for project agreement for the Fisk Creek-Hall Hill Section, Project No. FA 13-B (2).

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/GS

Encl.

Oregon State Highway Department Federal Aid Project No. 13-B (2)

FISH CREEK-HALL HILL SECTION

OF THE JOHN DAY HIGHWAY IN GRANT COUNTY

(Estimate as basis for project agreement. Based on low bid prices.)

Salem, Oregon, March 14, 1940

6,200	cu. yds.	Screened Gravel Base	$ .30	$ 1,860.00
14,500	yd. mi.	Hauling Gravel Base	.07	1,015.00
600	cu. yds.	Filler	.25	150.00
600	yd. mi.	Hauling Filler	.10	60.00
300	M-gals.	Sprinkling	1.00	300.00
3.21	miles	Preparation of Base	100.00	321.00
2,150	cu. yds.	Mineral Aggregate in Place	2.18	4,687.00
145	tons	Asphalt in Place	26.50	3,842.50
38	tons	Emulsified or RC-3 Asphalt in Seal Coat	25.50	969.00
			Subtotal	$ 13,204.50
			10% Engr. & Cont.	1,320.45
			Total	$ 14,524.95

Length of Roadway 3.209 miles
Cost per mile $ 4,526.31

Federal Aid Funds- -$ 8,720.00
State Funds- 5,804.95

$ 14,524.95

State Funds for Construction: Chap. 175, laws 1917; Chap. 31, laws 1920;
Chap. 529, laws 1939
State Funds for Maintenance: Chap. 529, laws 1939

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FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION
DISTRICT ONE

MONTANA
OREGON
WASHINGTON

POST OFFICE BUILDING
PORTLAND, OREGON

January 31, 1940

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

P.S.& E. documents for Oregon Federal Aid Project No. 13-B (2), the Fisk Creek-Hall Hill Section of the John Day Highway, have today been recommended for approval, subject to final review and approval by the Commissioner of Public Roads. This is your authority to advertise for bids.

Prompt submission of the bid tabulation and agreement estimate will be appreciated.

Very truly yours,

W H Lynch

W. H. LYNCH
District Engineer

January 26, 1940

Mr. W. H. Lynch
District Engineer
Public Roads Administration
Post Office Box 3900
Portland, Oregon

Dear Sir:

Herewith are enclosed seven copies of estimate and three copies of right of way statement for the Fisk Creek-Hall Hill Section, Project No. FA 13-B (2).

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/MB

Encl.

Oregon State Highway Department　　　　Federal Aid Project No. 13-B (2)

FISK CREEK-HALL HILL SECTION

OF THE JOHN DAY HIGHWAY IN GRANT COUNTY

(Estimate to accompany plans and specifications. Not as basis for project agreement.)

Salem, Oregon, January 26, 1940

6,200	cu. yds.	Screened Gravel Base	$ .40	$ 2,480.00
14,500	yd. mi.	Hauling Gravel Base	.10	1,450.00
600	cu. yds.	Filler	.40	240.00
600	yd. mi.	Hauling Filler	.15	90.00
300	M-gals.	Sprinkling	1.50	450.00
3.21	miles	Preparation of Base	100.00	321.00
2,150	cu. yds.	Mineral Aggregate in Place	2.30	4,945.00
145	tons	Asphalt in Place	27.00	3,915.00
38	tons	Emulsified or RC-3 Asphalt in Seal Coat	27.00	1,026.00
			Subtotal	$ 14,917.00
			10% Engr. & Cont.	1,491.70
			Total	$ 16,408.70

Length of Roadway　　3.209 miles

Cost per mile　　$ 5,113.33

Federal Aid Funds- -	$ 9,850.00
State Funds- -	6,558.70
	$ 16,408.70

FISK CREEK-HALL HILL SECTION

PROJECT NO. FA 13-B (2)

All necessary right of way has been acquired for this project.

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

January 26, 1940

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SEP 25 1940

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION

Stencil No. 8.

IN YOUR REPLY PLEASE
REFER TO FILE No.________

POST OFFICE BUILDING
PORTLAND, OREGON

September 7, 1940

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

Final inspection of Oregon Federal Aid Project No. FAP 13-A (3), John Day - Fisk Creek Section, John Day Highway, was made by a representative of this office on August 29, 1940. Prompt submission of the final voucher will be appreciated.

Very truly yours,

W. H. LYNCH
District Engineer

By L J Caufield
L. J. Caufield
Sr. Highway Engineer

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13-A-3

RECEIVED
AUG 13 1940
FOR FILING

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

POST OFFICE BUILDING
PORTLAND, OREGON

Stencil No. 124

IN YOUR REPLY PLEASE
REFER TO FILE NO. Ore. FAP 13-A (3)
John Day-Fisk Cr. Sec.
John Day Highway

RECEIVED
JUL 26 1940
STATE HIGH

July 25, 1940

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

We are forwarding herewith, for your files, an executed copy of the ____________ project agreement and certificate for the above numbered project.

Very truly yours,

W. H. LYNCH
District Engineer

By L J Caufield
L. J. Caufield
Sr. Highway Engineer

Encls.

Jcn

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Form P. R. 2

State Oregon

Federal Aid Project No. 18-A(3)

PROJECT AGREEMENT

MEMORANDUM OF AGREEMENT made this 7th day of June, 1940 by and between the Oregon State Highway Commission, constituting for the purpose hereof, the Highway Department of the State of Oregon hereinafter called the Highway Department, and the Federal Works Administrator, hereinafter called the Administrator, under and pursuant to the provisions of the act of Congress approved July 11, 1916 (39 Stat., 355), entitled "An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes," and of the act approved November 9, 1921 (42 Stat., 212), entitled "An Act to amend the Act entitled 'An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes,' approved July 11, 1916, as amended and supplemented, and for other purposes," and acts amendatory thereof or supplementary thereto:

Whereas the Highway Department of said State submitted on the 28th day of February, 1938, revised project statement, which was approved on the 10th day of March, 1938, for the proposed construction of a project consisting of the road hereinafter described; and

Whereas the Highway Department, in accordance with the rules and regulations promulgated for the administration of the Federal Highway Act, has furnished surveys, plans, specifications, and estimates for Section A(3) of said project which were recommended for approval by the District Engineer of the Public Roads Administration on the 31st day of January 1940; and

Whereas the Administrator has certified to the Secretary of the Treasury his approval of said surveys, plans, specifications, and estimates, and the sum of Eighteen thousand, six hundred ninety and 00/100 dollars ($18,690.00) as the share of the United States payable under said act on account of Section A(3) of said project, which does not exceed the authorized Federal pro rata share of the approved total estimated cost thereof:

Now, therefore, in consideration of the premises and of the several promises to be faithfully performed by each, as hereinafter set forth, the Highway Department and the Administrator do hereby mutually agree as follows:

16—11370

FUNDS AT THE DISPOSAL OF THE HIGHWAY DEPARTMENT

ARTICLE I. Funds for the use of the Highway Department in the construction of said project have been made available in the following manner, to wit:

(*a*) By the State from Chap. 175, laws 1917; Chap. 21, laws 1920; Chap. 329, laws 1920.
(Include date and citation of act of legislature by which authorized)

(*b*) From other sources
(State how placed under direct control of Highway Department)

ROAD EMBRACED IN PROJECT

ARTICLE II. This agreement covers the following highway as described in detail in said surveys, plans, and specifications:

Between survey station 31+80 in John Day and survey station 410+00 in the SW 1/4, Sec. 13, T. 13 S., R. 32 E., W.M., the west end of Section B of said project.

, length 7.177 miles, in Grant County, being Section A(2) of Oregon Federal Aid project No. 13, consisting of 7.177 miles of roadway and no bridges, ~~each~~ of more than 20 feet clear span.
o[illegible]

CHARACTER AND METHOD OF CONSTRUCTION

ARTICLE III. The Highway Department will construct or cause to be constructed to final completion said project, in strict compliance with said plans and specifications, which are made a part hereof, under its direct supervision, which shall include adequate inspection throughout the course of construction, subject at all times to inspection and approval by the Administrator or his agents, and in accordance with the laws of said State, the rules and regulations of the Administrator, and the following conditions:

(*a*) It is agreed that the construction work on the project shall be performed by contract, unless the performance thereof by force account shall be approved by the Administrator or his authorized representatives. Such construction work as may be performed by force account shall be paid for on the basis of the units of work performed at the unit prices set forth in the estimate as approved by the Administrator, except that where the total actual cost is ascertained to be less than the estimate so approved the total Federal payments shall not exceed the Federal pro rata share of such total actual cost.

UNITED STATES PRO RATA SHARE OF THE COST OF SAID PROJECT

ARTICLE IV. The United States pro rata share of the value of the labor and materials which shall be actually put into the construction of Section A(3) of said project shall not in any event exceed the sum of Eighteen thousand, six hundred ninety and 00/100 dollars ($18,690.00), certified to the Secretary of the Treasury as above mentioned, which does not exceed the authorized Federal pro rata share of Thirty-one thousand, one hundred forty and 45/100 dollars ($31,140.45), the approved total estimated cost of Section A(3) of said project.

PAYMENTS

ARTICLE V. As the construction of said project progresses, the Administrator shall from time to time draw warrants on the Secretary of the Treasury for the payment to the State Treasurer

(Official or depository)

hereby designated by the Highway Department for that purpose and authorized under the laws of said State to receive public funds of the State of Oregon
(Name)
of such sums as shall not, together with previous payments, exceed the United States pro rata share, as above specified, of the value, as determined by the Administrator after inspection and approval, of the labor and materials which have actually been put into said construction work in compliance with the requirements of Article III hereof.

The Administrator reserves the right to withhold such sum as he may deem necessary to insure completion of construction in compliance with said plans and specifications.

MAINTENANCE OF PROJECT

ARTICLE VI. The Highway Department will maintain said project in compliance with said acts of July 11, 1916, and November 9, 1921, out of funds which have been or will be made available therefor by said State in the manner herein set forth, to wit: Chapter 329, laws 1939.
(Include reference to statute authorizing funds and probable amount annually available)

The Highway Department will use every means within its power to insure proper and permanent maintenance of said project, and to that end will provide for the constant making of needed repairs to preserve a smooth-surfaced highway.

Showing of authority of the Highway Department to execute agreements will be found in the agreement for project No. 112

In witness whereof the parties have hereunto affixed their signatures, the Highway Department on the day and year first above written and the Administrator on the ______ day of

JUL 9 1940, 19___

OREGON STATE HIGHWAY COMMISSION
(Official title of Highway Department)

By Henry F. Cabell
Chairman, State Highway Commission
(Title of officer)

By ______
Member, State Highway Commission
(Title of officer)

By ______
Member, State Highway Commission
(Title of officer)

By ______
______
(Title of officer)

By ______
______
(Title of officer)

FEDERAL WORKS ADMINISTRATOR,

By H. J. O'Leary
Acting Commissioner of Public Roads.

U. S. GOVERNMENT PRINTING OFFICE 16—11379

Form PR. 3—Revised

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION

CERTIFICATE OF APPROVAL OF PLANS, SPECIFICATIONS, AND ESTIMATES

(Under "An Act to provide that the United States shall aid the States in the construction of rural roads, and for other purposes," approved July 11, 1916, and acts amendatory thereof and supplementary thereto.)

To

The Secretary of the Treasury, and

The State Highway Department of the State of Oregon

Pursuant to the acts above cited, I hereby certify—

First. That in accordance with the provisions of said acts, I have approved the plans, specifications, and estimates submitted by the State Highway Department of the State of Oregon for the construction of a highway designated in the records of this Agency as Federal Aid Project No. 13-A(3) State of Oregon

Second. That in accordance with said provisions I have approved the sum of $31,149.45 as the total estimated cost of said project, and the sum of $18,690.00 as the share of the United States, payable under said acts on account of such project, which does not exceed the authorized Federal pro rata share of said total estimated cost.

Done at the city of Washington, this ______ day of JUL 9 1940 one thousand nine hundred and ______

Federal Works Administrator,

By ______
Acting Commissioner of Public Roads.

U. S. GOVERNMENT PRINTING OFFICE 16—10139

RECEIVED
AUG 13 1940
FOR FILING

13-A-3

June 8, 1940

Mr. W. H. Lynch
District Engineer
Public Roads Administration
Post Office Box 3900
Portland, Oregon

Dear Sir:

Herewith are two signed copies of project agreement for the John Day-Fisk Creek Section, Project No. FA 13-A (3).

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/GS

Encl.

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

POST OFFICE BUILDING
PORTLAND, OREGON

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION

(Stencil #28)

IN YOUR REPLY PLEASE REFER TO FILE NO. Oregon FAP 13-A (3)
John Day-Fisk Creek Sec.
John Day Highway

May 22, 1940

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

We are forwarding herewith two copies of proposed project agreement for signature and return to this office.

Enclosed is an approved copy of the detail estimate, upon which the agreement was based, together with approved copy of specifications.

Very truly yours,

W. H. LYNCH
District Engineer

By L. Caufield
L. J. Caufield
Sr. Highway Engineer

13-A-3

March 28, 1940

Mr. W. H. Lynch
District Engineer
Public Roads Administration
P. O. Box 3900
Portland, Oregon

Dear Sir:

In accord with the request contained in your letter of March 26, 1940, we are sending, under separate cover, five blueprint copies of plan sheet number 2-A for project number FA 13-A (3), showing the depth of existing base course between Stations 31+50 and 265+70.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

J. W. Nash
Asst. Office Engineer

JWN:ER

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION
DISTRICT ONE

MONTANA
OREGON
WASHINGTON

POST OFFICE BUILDING
PORTLAND, OREGON

March 26, 1940

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

Reference is made to our letter of February 13, 1940, requesting copies of revised plan sheet 2-A of Oregon Federal Aid Project 13-A(3), John Day-Fisk Creek Section of the John Day Highway. We meant by the second paragraph that submission need not precede the submission of the agreement estimate. We are holding the agreement estimate forwarded with your letter of March 19, 1940, pending receipt of the revised plan sheets.

Very truly yours,

W H Lynch

W. H. LYNCH
District Engineer

March 19, 1940

Mr. W. H. Lynch
District Engineer
Public Roads Administration
Post Office Box 3900
Portland, Oregon

Dear Sir:

Herewith are enclosed seven copies of estimate as basis for project agreement for the John Day-Fisk Creek Section, Project No. FA 13-A (3).

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/OS

Encl.

Oregon State Highway Department Federal Aid Project No. 13-A (3)

JOHN DAY-[illegible] CREEK SECTION

OF THE JOHN DAY HIGHWAY IN GRANT COUNTY

(Estimate as basis for project agreement. Based on low bid prices.)

Salem, Oregon, March 14, 1940

Work Inside City of John Day (Sta. 31+50 to 41+24.3)

40	cu. yds.	Screened Gravel Base	$ .30	$ 12.00
300	yd. mi.	Hauling Gravel Base	.07	21.00
0.18	mile	Preparation of Base	100.00	18.00
120	cu. yds.	Mineral Aggregate in Place	2.18	261.60
8	tons	Asphalt in Place	26.50	212.00
2	tons	Emulsified or RC-3 Asphalt in Seal Coat	25.50	51.00
			Subtotal	$ 575.60
			10% Engr. & Cont.	57.56
			Total	$ 633.16
		Length	0.184 mile	
		Cost per mile	$ 3,441.08	

Work Outside City (Sta. 41+24.3 to 265+70)

All Required		Clearing and Grubbing		$ 441.00
5,500	cu. yds.	Slide Removal Excavation	$ .30	1,650.00
2,500	yd. mi.	Hauling Slide Materials	.08	200.00
0.34	mile	Finishing Roadbed and Slopes	100.00	34.00
1,000	lin. ft.	Rounding Cutbanks	.05	50.00
1,700	cu. yds.	Pit-run Gravel Subbase	.20	340.00
1,700	yd. mi.	Hauling Gravel Subbase	.08	136.00
1,360	cu. yds.	Screened Gravel Base	.30	408.00
6,900	yd. mi.	Hauling Gravel Base	.07	483.00
200	cu. yds.	Filler	.25	50.00
200	yd. mi.	Hauling Filler	.10	20.00
100	M-gals.	Sprinkling	1.00	100.00
4.25	miles	Preparation of Base	100.00	425.00
2,880	cu. yds.	Mineral Aggregate in Place	2.18	6,278.40
190	tons	Asphalt in Place	26.50	5,035.00
52	tons	Emulsified or RC-3 Asphalt in Seal Coat	25.50	1,326.00
			Subtotal	$ 16,976.40
			10% Engr. & Cont.	1,697.64
			Total	$ 18,674.04
		Length of Roadway	4.251 miles	
		Cost per mile	$ 4,392.85	

Work Outside of City (Sta. 265+70 to 410+80)

5,200	cu. yds.	Screened Gravel Base	$ .30	$ 1,560.00
6,400	yd. mi.	Hauling Gravel Base	.07	448.00
500	cu. yds.	Filler	.25	125.00
500	yd. mi.	Hauling Filler	.10	50.00
250	M-gals.	Sprinkling	1.00	250.00
2.74	miles	Preparation of Base	100.00	274.00
1,800	cu. yds.	Mineral Aggregate in Place	2.18	3,924.00
123	tons	Asphalt in Place	26.50	3,259.50
34	tons	Emulsified or RC-3 Asphalt in Seal Coat	25.50	867.00
			Subtotal	$ 10,757.50
			10% Engr. & Cont.	1,075.75
			Total	$ 11,833.25

Length 2.742 miles
Cost per mile $ 4,315.55

SUMMARY OF FUNDS REQUESTED

Item	Total Cost	Federal Aid Funds	State Funds
Inside City of John Day	$ 633.16	$ 380.00	$ 253.16
Outside City (Sta. 41+24.3 to 265+70)	18,674.04	11,208.00	7,466.04
Outside City (Sta. 265+70 to 410+80)	11,833.25	7,102.00	4,731.25
	$ 31,140.45	$ 18,690.00	$12,450.45

State Funds for Construction: Chap. 175, laws 1917; Chap. 31, laws 1920;
Chap. 529, laws 1939
State Funds for Maintenance: Chap. 529, laws 1939

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION
DISTRICT ONE

MONTANA
OREGON
WASHINGTON

POST OFFICE BUILDING
PORTLAND, OREGON

February 13, 1940

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

Reference is made to plan sheet 2-A submitted with the P. S. and E. papers for Oregon Federal Aid Project No. 13-A (3), the John Day-Fisk Creek Section of the John Day Highway.

It is requested that plan sheet 2-A be revised to show the depth of the existing base course between stations 31+50 and 265+70. If desired, these sheets may be submitted with the agreement estimate.

Very truly yours,

W. H. LYNCH,
District Engineer

By F E Andrews
F. E. Andrews,
Senior Highway Engineer

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION
DISTRICT ONE

MONTANA
OREGON
WASHINGTON

POST OFFICE BUILDING
PORTLAND, OREGON

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January 31, 1940

Mr. R. H. Baldock,
State Highway Engineer
Salem, Oregon

Dear Sir:

P. S. and E. documents for Oregon Federal Aid Project No. FAP 13-A (3), the John Day-Fisk Creek Section of the John Day Highway, have today been recommended for approval. This is your authority to advertise for bids, subject to final review and approval of the plans and specifications by the Commissioner of Public Roads.

Very truly yours,

W H Lynch

W. H. LYNCH,
District Engineer.

January 26, 1940

Mr. W. H. Lynch
District Engineer
Public Roads Administration
Post Office Box 3900
Portland, Oregon

Dear Sir:

Herewith are enclosed seven copies of estimate and three copies of right of way statement for the John Day-Fisk Creek Section, Project No. FA 13-A (3).

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/ME

Encl.

Oregon State Highway Department

Federal Aid Project
No. 13-A (3)

JOHN DAY-FISH CREEK SECTION OF THE
JOHN DAY HIGHWAY IN GRANT COUNTY

(Estimate to accompany plans and specifications. Not as basis for project agreement).

Salem, Oregon, January 26, 1940

Work Inside City of John Day (Sta. 31+50 to 41+24.3)

40	cu. yds.	Screen Gravel Base	$ 0.40	$ 16.00
300	yd. mi.	Hauling Gravel Base	0.10	30.00
0.18	mile	Preparation of Base	100.00	18.00
120	cu. yds.	Mineral Aggregate in Place	2.30	276.00
8	tons	Asphalt in Place	27.00	216.00
2	tons	Emulsified or RC-3 Asphalt in Seal Coat	27.00	54.00
			Subtotal.........	$ 610.00
			10% Engr. & Cont.	61.00
			Total............	$ 671.00

Length - 0.184 mile
Cost per mile - $3,646.73

Work Outside City (Sta. 41+24.3 to 265+70)

All Required		Clearing and Grubbing		$ 50.00
5,500	cu. yds.	Slide Removal Excavation	$0.18	990.00
2,500	yd. mi.	Hauling Slide Materials	0.12	300.00
0.34	mile	Finishing Roadbed and Slopes	200.00	68.00
1,000	lin. ft.	Rounding Cutbanks	0.10	100.00
1,700	cu. yds.	Pit-run Gravel Subbase	0.30	510.00
1,700	yd. mi.	Hauling Gravel Subbase	0.12	204.00
1,360	cu. yds.	Screened Gravel Base	0.40	544.00
6,900	yd. mi.	Hauling Gravel Base	0.10	690.00
200	cu. yds.	Filler	0.40	80.00
200	yd. mi.	Hauling Filler	0.15	30.00
100	M-gals.	Sprinkling	1.50	150.00
4.25	miles	Preparation of Base	100.00	425.00
2,880	cu. yds.	Mineral Aggregate in Place	2.30	6,624.00
190	tons	Asphalt in Place	27.00	5,130.00
52	tons	Emulsified or RC-3 Asphalt in Seal Coat	27.00	1,404.00
			Subtotal.........	$17,299.00
			10% Engr. & Cont.	1,729.90
			Total............	$19,028.90

Length of Roadway - 4.251 miles
Cost per mile - $4,476.33

Work Outside of City (Sta. 265+70 to 410+80)

5,200	cu. yds.	Screened Gravel Base	$ .40	$ 2,080.00
6,400	yd. mi.	Hauling Gravel Base	.10	640.00
500	cu. yds.	Filler	.40	200.00
500	yd. mi.	Hauling Filler	.15	75.00
250	M-gals.	Sprinkling	1.50	375.00
2.74	miles	Preparation of Base	100.00	274.00
1,800	cu. yds.	Mineral Aggregate in Place	2.30	4,140.00
123	tons	Asphalt in Place	27.00	3,321.00
34	tons	Emulsified or RC-3 Asphalt in Seal Coat	27.00	918.00
			Subtotal..............	$12,023.00
			10% Engr. & Cont.....	1,202.30
			Total...............	$13,225.30

Length - 2.742 miles
Cost per mile - $4,823.23

SUMMARY OF FUNDS REQUESTED

Item	Total Cost	Federal Aid Funds	State Funds
Inside City of John Day	$ 671.00	$ 403.00	$ 268.00
Outside City (Sta. 41+24.3 to 265+70	19,028.90	11,420.00	7,608.90
Outside City (Sta. 265+70 to 410+80	13,225.30	7,337.00	5,888.30
	$32,925.20	$19,760.00	$13,165.20

Oregon State Highway Department

Federal Aid Project
No. 13-A (3)

JOHN DAY-FISK CREEK SECTION OF THE
JOHN DAY HIGHWAY IN GRANT COUNTY

(Estimate to accompany plans and specifications. Not as basis for project agreement).

Salem, Oregon, January 26, 1940

Work Inside City of John Day (Sta. 31+50 to 41+24.3)

40	cu. yds.	Screened Gravel Base	$ 0.40	$ 16.00
300	yd. mi.	Hauling Gravel Base	0.10	30.00
0.18	mile	Preparation of Base	100.00	18.00
120	cu. yds.	Mineral Aggregate in Place	2.30	276.00
8	tons	Asphalt in Place	27.00	216.00
2	tons	Emulsified or RC-3 Asphalt in Seal Coat	27.00	54.00
			Subtotal.........	$ 610.00
			10% Engr. & Cont.	61.00
			Total............	$ 671.00

Length - 0.184 mile
Cost per mile - $3,646.73

Work Outside City (Sta. 41+24.3 to 265+70)

All Required		Clearing and Grubbing		$ 50.00
5,500	cu. yds.	Slide Removal Excavation	$0.18	990.00
2,500	yd. mi.	Hauling Slide Materials	0.12	300.00
0.34	mile	Finishing Roadbed and Slopes	200.00	68.00
1,000	lin. ft.	Rounding Cutbanks	0.10	100.00
1,700	cu. yds.	Pit-run Gravel Subbase	0.30	510.00
1,700	yd. mi.	Hauling Gravel Subbase	0.12	204.00
1,360	cu. yds.	Screened Gravel Base	0.40	544.00
6,900	yd. mi.	Hauling Gravel Base	0.10	690.00
200	cu. yds.	Filler	0.40	80.00
200	yd. mi.	Hauling Filler	0.15	30.00
100	M-gals.	Sprinkling	1.50	150.00
4.25	miles	Preparation of Base	100.00	425.00
2,880	cu. yds.	Mineral Aggregate in Place	2.30	6,624.00
190	tons	Asphalt in Place	27.00	5,130.00
52	tons	Emulsified or RC-3 Asphalt in Seal Coat	27.00	1,404.00
			Subtotal.........	$17,299.00
			10% Engr. & Cont.	1,729.90
			Total............	$19,028.90

Length of Roadway - 4.251 miles
Cost per mile - $4,476.33

Work Outside of City (Sta. 265+70 to 410+80)

5,200	cu. yds.	Screened Gravel Base	$ .40	$ 2,080.00
6,400	yd. mi.	Hauling Gravel Base	.10	640.00
500	cu. yds.	Filler	.40	200.00
500	yd. mi.	Hauling Filler	.15	75.00
250	M-gals.	Sprinkling	1.50	375.00
2.74	miles	Preparation of Base	100.00	274.00
1,800	cu. yds.	Mineral Aggregate in Place	2.30	4,140.00
123	tons	Asphalt in Place	27.00	3,321.00
34	tons	Emulsified or RC-3 Asphalt in Seal Coat	27.00	918.00
			Subtotal............	$12,023.00
			10% Engr. & Cont....	1,202.30
			Total...............	$13,225.30

Length - 2.742 miles
Cost per mile - $4,823.23

SUMMARY OF FUNDS REQUESTED

Item	Total Cost	Federal Aid Funds	State Funds
Inside City of John Day	$ 671.00	$ 403.00	$ 268.00
Outside City (Sta. 41+24.3 to 265+70	19,028.90	11,420.00	7,608.90
Outside City (Sta. 265+70 to 410+80	13,225.30	7,937.00	5,288.30
	$32,925.20	$19,760.00	$13,165.20

JOHN DAY-FISH CREEK SECTION

PROJECT NO. [illegible] (3)

All necessary right of way has been acquired for this project.

R. H. BALDOCK
State Highway Engineer

By

[illegible]
Office Engineer

January [illegible]

JOHN DAY-FISK CREEK SECTION

PROJECT NO. FA 13-A (3)

All necessary right of way has been acquired for this project.

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

January 26, 1940

Form E-1—5M—9-39

12-P-3

OREGON STATE HIGHWAY COMMISSION

FIELD ENGINEER'S WEEKLY REPORT No. 21

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending September 7, 1940

Section	John Day-Prairie City	*Kind of work*	Grading, Surfacing, and Oiling
Highway	John Day	*Section prefix*	12-1012
Contractor	Triangle Construction Co.	*Contract number*	2281
Date of contract	February 15, 1940	*Date of completion*	July 31, 1940
Date work started	April 8, 1940	*Estimated date of completion*	July 31, 1940
Amount of contract	$70,516.50	*Per cent of time elapsed*	100 %

Estimated cost of completed project, exclusive of engineering $79,178.15

Per cent of contract completed, based on total contract price 100 %

Engineering cost to date, $4000.00, %   *Date project was completed* July 31, 1940

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

One computor was engaged part of this week in preparing the final records for the semi final estimate which will be completed by the 10th of the month.

NOTED
RAY WEBBER

RECEIVED 1940

Signed C. C. Slavens

Address Box 237 Prairie City, Oregon

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING Min. Agg.
Miles in project	0.84	9.00	13.1	13.1	13.1
Miles partially completed					
Miles completed	0.84	9.00	13.1	13.1	13.1
Total estimated quantities	10,000	28,000	3500	700	10,832
Estimated quantities moved or placed to date	10,000	28,000	3500	700	10,832
Average daily quantities					
Average daily quantities necessary to complete project on time		Project Completed			
Number shifts per day					
Hours per shift					
Average force on project for week					

Percentages of men employed on contract to be secured from:

.... County, ...%; .... County, ...%; .... County, ...%; .... County, ...%

	NUMBER USED AND SECURED FROM					CONTRACTOR'S KEY MEN, ETC.	TOTAL
	COUNTY	COUNTY	COUNTY	COUNTY	OTHER SOURCES		
Men							
Men and teams							
Men and trucks under 3 tons							
Men and trucks over 3 tons							
Men and tractors							

Equipment used during week: Shovels ...., Power graders ...., Rollers ...., Mixers ...., Crushing or screening plants ....,

Compressors ...., Bulldozers ...., Sheet-foot rollers ...., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday			
Monday			
Tuesday			
Wednesday			
Thursday			
Friday			
Saturday			

STATE PRINTING DEPT.

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AUG 9 1940
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OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

August 6, 1940
Prairie City, Oregon

13-A-5

Subject: Completion of John Day-Prairie City Section

To:

Mr. W. H. Lynch
District Engineer
Public Roads Administration
Box 3900
Portland, Oregon

Dear Sir:

Work completed July 31, 1940 on the John Day-Prairie City Section of the John Day Highway, Federal Aid Projects 13-A(3), 13-B(2), 14-A(3) and 14-B(1), Contract No. 2201, by the Triangle Construction Company.

Yours truly,

C. C. Slavens
Box 237
Prairie City, Oregon

cc
R. H. Baldock
H. G. Smith
W. C. Williams
S. H. Probert

NOTED
State Highway Engineer

FA 13-A-3

March 1, 1940

TRIANGLE CONSTRUCTION COMPANY
Box 2617
Boise, Idaho

Gentlemen:

We are sending you today by express a fully executed copy of Contract No. 2281 which was awarded to you by the State Highway Commission on February 15, 1940, covering the grading, surfacing, and oiling of the John Day-Prairie City Section of the John Day Highway, in Grant County.

This copy is for your records and files.

Very truly yours,

STATE HIGHWAY COMMISSION
By

Secretary

WBL

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
HURON W. CLOUGH, CANYONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM
C. B. McCULLOUGH
ASSISTANT STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

RECEIVED
[illegible]
FOR [illegible]

FA 13-A-3

IN REPLY PLEASE REFER TO FILE NO.

February 21, 1940

Mr. W. H. Lynch
District Engineer
Public Roads Administration
Post Office Box 3900
Portland, Oregon

Attention: Mr. T. M. Davis

Dear Sir:

Enclosed herewith are three copies of resolution relative to traffic and encroachments in the City of Prairie City, Federal Aid Project No. 13-A (3), 13-B (2), 14-A (3), 14-B (1).

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

Oscar Cutler
Asst. Office Engineer

OC:ME

Encl.

13-4-3

February 20, 1940

TRIANGLE CONSTRUCTION COMPANY
Box 2617
Boise, Idaho

Gentlemen:

We are sending you today by express four copies of Contract No. 2281 which was awarded to you by the State Highway Commission on February 15, covering the grading, surfacing, and oiling of the John Day-Prairie City Section of the John Day Highway, in Grant County.

Kindly execute all four copies of this contract as to agreement and bond and return them to this office for approval by the State Highway Commission. When this has been done a fully executed copy will be returned to you for your records and files. We will also send an executed copy to the surety on your bond.

Your special attention is called to the paragraph under Section 5 (page 14) of the printed General Provisions, relating to the Workmen's Compensation Act. You are expected to accept the terms of this Act and to carry on your work under this contract in strict conformance thereto.

Your attention is also called to the mimeographed page immediately preceding the colored pages, relating to payment by the contractor of amounts due hospital associations, et cetera.

Very truly yours,

STATE HIGHWAY COMMISSION
By

Secretary

NBL

13-a-3

February 16, 1940

Triangle Construction Company
Box 2617
Boise, Idaho

Gentlemen:

The State Highway Commission on February 15, 1940, awarded you the contract for 0.84 mile grading, 9.00 miles surfacing, and 13.10 miles oiling, also furnishing 4,000 cu. yds. crushed gravel in stock piles, on the John Day-Prairie City Section of the John Day Highway, in Grant County. This award was based on your low bid of $70,516.50 submitted on that date.

Contract forms will be sent to you for execution within the next few days.

Very truly yours,

Secretary

AM

cc - Mr. S. H. Probert
Mr. G. S. Paxson

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION
DISTRICT ONE

MONTANA
OREGON
WASHINGTON

POST OFFICE BUILDING
PORTLAND, OREGON

FA 13-A-3

February 15, 1940

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

This is to confirm our verbal concurrence in award of contract, as of this date, for Oregon Federal Aid Projects Nos. 13-A (3), 13-B (2), 14-A (3) and 14-B (1), the John Day-Prairie City section of the John Day Highway, to the Triangle Construction Co., Boise, Idaho, who submitted the low bid.

Very truly yours,

W H Lynch

W. H. LYNCH
District Engineer

CONTRACT # 2282

116-1009 Warm Springs Agency-Vanora Section
#2282   Warm Springs Secondary Hwy.   1940

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FOR FILING

116-1989

April 11, 1941

Mr. Wendell K. Phillips
c/o Sheppard & Phillips
Suite 1206 Public Service Bldg.
Portland, Oregon

Dear Bill:

Thanks for your letter of April 7, 1941, inclosing papers in re R. O. Dail & Warren Bros. Construction Company with reference to state highway contract No. 2282 for the surfacing and oiling of the Warm Springs Agency-Vanora Section of the Warm Springs Secondary Highway, in Jefferson County.

These papers appear to be satisfactory and I am today instructing the auditor to release payments to the company.

Very truly yours,

Secretary

HEG:AM

cc - M. H. Hawks

cc - R. O. Dail & Warren Bros., Inc.
8919 S. E. Foster Road
Portland, Oregon

REFERRED TO
DeSart
BY SECRETARY

NOTED
D. G. DeSart

	2282		Paid
Bean R.L., Norman Thomas	$ 43.15	?	
E. L. Johnson	109.10		$ 109.10
F. L. Dorman	226.95		226.95
Chas E Miller	7.44	?	44.10
O. L. Spurlock	71.90		71.90
Norman Thomas	218.28	?	67.15
Jake Davis	77.10		77.10
L.R. Baker	74.40		74.40
Floyd Cole	67.55		92.55
J.H. Baker	22.50		22.50
Mainard Hilt	176.69		176.69
Floyd Cole	25.00		
J.H. Bell	214.00		214.00
Western Forest Wire Wks	211.74	?	145.62
Walther-Williams	160.20		160.20
Dowsett Auto Parts	31.63		20.51

LAW OFFICES
SHEPPARD & PHILLIPS
SUITE 1208 PUBLIC SERVICE BUILDING
PORTLAND, OREGON

CHESTER A. SHEPPARD
WENDELL K. PHILLIPS

April 7th, 1941

Mr. H. B. Glaisyer, Secretary
Oregon State Highway Commission
Salem, Oregon

Dear Ted:

Re: R.O. Dail & Warren Bros. Construction Company

Mr. R. O. Dail advises me that he still has retained percentages on the Warm Springs job, which percentages have not been paid, and also tells me that you advised him he was required to submit proof that all claims for labor and material had been paid prior to the time these percentages are turned over to him.

As you probably know, the United States Fidelity & Guaranty Company has a bond on that job, and, further, that claims have been made and in so far as I know, all claims have been paid. I do not know whether you are acquainted with the case of Ore. Sur. & Cas. Co. v. Bank of Eugene, which reads in part as follows:

> " * * * Sec. 67-1101 contains a provision which authorizes the commission to pay laborers and material men their charges upon the default of the contractor and to make a charge against the contractor, but this provision is for the protection of the state: First Nat. Bk. v. United States F. & G.Co., supra. We find nothing in these two statutes which postpones final payment to the contractor until he supplies sworn proof that all debts incurred in the prosecution of the work have been paid. The contract contains this provision:
>
> "'No partial payment shall be made as long as any order made by the engineer to the contractor in compliance with these specifications shall remain uncomplied with, nor any partial or final payment be made as long as any claim or lien filed or prosecuted against the state of Oregon, the State Highway Commission, or the officers thereof, in conflict with the provisions of this contract, shall remain unsatisfied.'"

ANSWERED
H. B GLAISYER

It seems to hold that you are not entitled to the affidavit any more. However, in so far as I know, I have personally paid to all the claimants the amounts they have filed for. All the original affidavits of payments and releases are now on file in the bankruptcy court if you desire to check up further regarding them.

We are sending you a copy of the claim of R.O. Dail with the bankruptcy court, which recites the payments he has made and for which he has releases. Also enclosed are copies of the executed releases by the claimants.

If you desire anything further, will you kindly advise me at your earliest convenience in order that Mr. Dail may get his money.

Yours very truly,

SHEPPARD & PHILLIPS

By Bill Phillips

WKP:rs
encs

PROOF OF CLAIM BY INDIVIDUAL

IN THE DISTRICT COURT OF THE UNITED STATES
FOR THE DISTRICT OF OREGON

In the Matter of)
HARRY L. RICE, Bankrupt.)

No. B-25203
IN BANKRUPTCY

STATE OF OREGON)
County of Multnomah) ss.

R. O. Dail, president of R. O. Dail & Warren Bros., Inc., a corporation of the state of Washington, doing business in the state of Oregon, being first duly sworn, deposes and says:

1. That on or about the 15th day of February, 1940, the said R. O. Dail & Warren Bros., Inc., did enter into a contract and agreement with the state of Oregon Highway Commission at Salem, Oregon, commonly known as contract #2282, Warm Springs Agency-Vanora Section in Jefferson County, Oregon, for surfacing and oiling said highway.

2. That H. L. Rice, bankrupt, did, just prior to his filing of a petition for bankruptcy, have a contract and agreement with R. O. Dail & Warren Bros., Inc., for certain work and labor to be performed by him as a sub-contractor on said contract #2282, copy of which contract and agreement is hereto attached and made a part of this claim.

3. That the said H. L. Rice did employ as laborers on the said contract the following: Floyd Cole, J. H. Baker, Jake Davis, L. R. Baker, E. L. Johnson, F. V. Bowman, Chas. E. Miller, O. L. Spurlock, Norman Thomas, Mainard Alt and M. J. Bell, and that the said H. L. Rice did fail and refuse to pay them their labor claims and does now fail and refuse to pay the said claims, and that the said laborers did file their claims with the Secretary of State

of the State of Oregon, under and by virtue of the statutes of the State of Oregon, made and provided therefor, against the said R. O. Dail & Warren Bros., Inc., and its bondsmen, the United States Fidelity and Guaranty Company, and that under and by virtue of the said contract by and between R. O. Dail & Warren Bros., Inc., and the Oregon State Highway Commission, and particularly section 4 thereof, the said R. O. Dail & Warren Bros., Inc., was forced to and has paid to the said laborers the following amounts as set after their names:

Floyd Cole,	$ 92.55
J. H. Baker,	22.50
Jake Davis,	77.10
L. R. Baker,	77.40
E. L. Johnson,	109.10
F. V. Bowman,	226.95
Charles E. Miller (paid to Kenneth Proctor, attorney),	44.10
O. L. Spurlock,	71.90
Norman Thomas,	67.15
Mainard Alt,	176.69
M. J. Bell,	214.00

4. That the said R.O. Dail & Warren Bros., Inc., have, in addition to the labor payed on account of said contract with H. L. Rice, paid for materials furnished to the said H. L. Rice, for which claims were filed, as follows:

Western Fence & Wire Works,	$ 145.62
Walther-Williams Company,	160.20
Dowsetts Auto Parts,	20.51

5. That the said R. O. Dail & Warren Bros., Inc., have subrogated to the rights of the said laborers and claimants, and the said claims were heretofore assigned to the said R. O. Dail & Warren Bros., Inc., copies of which assignments are hereto attached and made a part of this claim.

6. That the payment of the above amounts are the considerations of these claims;

7. That the said R. O. Dail & Warren Bros., Inc., therefore have a preferred labor claim against the said H. L. Rice, the

bankrupt above named, and his estate, in the full sum of $1,505.77, under and by virtue of the said assignments and subrogations hereinabove referred to.

8. That no part of the said debt has been paid whatsoever.

9. That there are no set-offs or counterclaims to the said debt.

10. That the said R. O. Dail & Warren Bros., Inc., does not hold, and has not, nor has any person, by his order or to his knowledge and belief, had or received any security or securities for the said debts.

11. That no note nor other negotiable instrument has been received for such account, nor any part thereof, and that no judgment has been rendered therein.

R. O. DAIL & WARREN BROS., INC.

By______________________________

Creditor

Subscribed and sworn to before me this ___ day of March, 1941.

____

Notary Public for Oregon
My Commission expires:

STATE OF OREGON }
County of Multnomah } ss.

TO WHOM IT MAY CONCERN:

I, Captain E. L. Johnson, being first duly sworn, depose and say: That I am a resident and inhabitant of the state of Oregon and that I was employed by one H. L. Rice, otherwise known as Harry L. Rice, now bankrupt, on the Warm Springs Agency-Vanora Highway constrution job, and that heretofore I have duly and regularly filed my claim with the Secretary of State of the state of Oregon, for labor performed by me on the said job, commonly known as contract #2282, the original contractor being R. O. Dail & Warren Bros., Inc.;

That there is now due, owing and unpaid to me for labor furnished to the said H. L. Rice by me, the sum of $109.10;

That I made demand upon the said R. O. Dail & Warren Bros., Inc., for payment of the said amount, and that the said R. O. Dail & Warren Bros., Inc., did pay to me, as provided by the said contract #2282, the sum of $109.10;

That for and in consideration of the said payment of $109.10, I do and do hereby assign all right, title, interest and claim that I may or might have against the estate of said H. L. Rice, bankrupt, to the said R. O. Dail & Warren Bros., Inc., and do contract and agree that the said R. O. Dail & Warren Bros., Inc., be and they are hereby fully and completely subrogated to my rights herein.

Captain E. L. Johnson

Subscribed and sworn to before me this 21 day of December, 1940.

A. R. Schley
Notary Public for Oregon
My Commission expires: 3/1/43

RECEIVED OF R. O. DAIL & WARREN BROS., INC., One Hundred Forty-five and 62/100 Dollars ($145.62) for wire screen cloth sections used on the Warm Springs job of H. L. Rice, in full and complete payment of our claim against the said H. L. Rice on said job.

FOR AND IN CONSIDERATION of the said $145.62, said Western Fence & Wire Works does sell, assign, and convey to R. O. Dail & Warren Bros., Inc., all their right, title and interest in and to said claim against the said H. L. Rice, his successors and assigns, and does and does hereby agree that the said claim be and is hereby fully and completely subrogated to the said R. O. Dail & Warren Bros., Inc.

Dated this ___ day of February, 1941.

WESTERN FENCE & WIRE WORKS

By ____________________

Owner

STATE OF OREGON)
) ss.
County of Multnomah)

TO WHOM IT MAY CONCERN:

I, F. V. Bowman, being first duly sworn, depose and say: That I am a resident and inhabitant of the state of Oregon and that I was employed by one H. L. Rice, otherwise known as Harry L. Rice, now bankrupt, on the Warm Springs Agency-Vanora Highway construction job, and that heretofore I have duly and regularly filed my claim with the Secretary of State of the state of Oregon, for labor performed by me on the said job, commonly known as contract #2282, the original contractor being R.O. Dail & Warren Bros., Inc.;

That there is now due, owing and unpaid to me for labor furnished to the said H. L. Rice by me, the sum of $226.95;

That I made demand upon the said R. O. Dail & Warren Bros., Inc., for payment of the said amount, and that the said R. O. Dail & Warren Bros., Inc., did pay to me, as provided by the said contract #2282, the sum of $226.95;

That for and in consideration of the said payment of $226.95, I do and do hereby assign all right, title, interest and claim that I may or might have against the estate of said H. L. Rice, bankrupt, to the said R. O. Dail & Warren Bros., Inc., and do contract and agree that the said R. O. Dail & Warren Bros., Inc., be and they are hereby fully and completely subrogated to my rights herein.

Subscribed and sworn to before me this 21 day of December, 1940.

Notary Public for Oregon
My Commission expires: 3/1/43

STATE OF OREGON)
) ss.
County of Multnomah)

TO WHOM IT MAY CONCERN:

I, Jake Davis, being first duly sworn, depose and say: That I am a resident and inhabitant of the state of Oregon and that I was employed by one H. L. Rice, otherwise known as Harry L. Rice, now bankrupt, on the Warm Springs Agency-Vanora Highway construction job, and that heretofore I have duly and regularly filed my claim with the Secretary of State of the state of Oregon, for labor performed by me on the said job, commonly known as contract #2282, the original contractor being R.O. Dail & Warren Bros., Inc.;

That there is now due, owing and unpaid to me for labor furnished to the said H.L. Rice by me, the sum of $77.10;

That I made demand upon the said R.O. Dail & Warren Bros., Inc., for payment of the said amount, and that the said R.O. Dail & Warren Bros., Inc., did pay to me, as provided by the said contract #2282, the sum of $77.10;

That for and in consideration of the said payment of $77.10, I do and do hereby assign all right, title, interest and claim that I may or might have against the estate of said H.L. Rice bankrupt, to the said R.O. Dail & Warren Bros., Inc., and do contract and agree that the said R.O. Dail & Warren Bros., Inc., be and they are hereby fully and completely subrogated to my rights herein.

Jake Davis

Subscribed and sworn to before me this 16th day of December, 1940.

T. Leland Brown
Notary Public for Oregon
My commission expires:

RECEIVED OF R. O. DAIL & WARREN BROS., INC., Twenty Dollars and 51/100 ($20.51) for truck repairs on the Warm Springs job of H. L. Rice, in full and complete payment of our claim against the said H.L. Rice on said job.

FOR AND IN CONSIDERATION of the said $20.51 said Dowsetts Auto Parts does sell, assign, and convey to R. O. Dail & Warren Bros., Inc., all their right, title and interest in and to said claim against the said H. L. Rice, his successors and assigns, and does and does hereby agree that the said claim be and is hereby fully and completely subrogated to the said R. O. Dail & Warren Bros., Inc.,

Dated this 21 day of January, 1941.

DOWSETTS AUTO PARTS

By Per H E Dowsett

STATE OF OREGON)
County of Jefferson) ss.

TO WHOM IT MAY CONCERN:

I, Norman M. Thomas, being first duly sworn, depose and say: That I am a resident and inhabitant of the state of Oregon and that I was employed by one H. L. Rice, otherwise known as Harry L. Rice, now bankrupt, on the Warm Springs Agency-Vanora Highway construction job, and that heretofore I have duly and regularly filed my claim with the Secretary of State of the state of Oregon, for labor performed by me on the said job, commonly known as contract #2282, the original contractor being R.O. Dail & Warren Bros., Inc.;

That there is now due, owing and unpaid to me for labor furnished to the said H. L. Rice by me, the sum of $9.00;

That I made demand upon the said R. O. Dail & Warren Bros., Inc., for payment of the said amount, and that the said R. O. Dail & Warren Bros., Inc., did pay to me, as provided by the said contract #2282, the sum of $9.00;

That for and in consideration of the said payment of $9.00, I do and do hereby assign all right, title, interest and claim that I may or might have against the estate of said H. L. Rice, bankrupt, to the said R.O. Dail & Warren Bros., Inc., and do contract and agree that the said R. O. Dail & Warren Bros., Inc., be and they are hereby fully and completely subrogated to my rights herein.

Norman T. Thomas

Subscribed and sworn to before me this ___ day of January, 1941.

W B Yates
Notary Public for Oregon
My Commission expires: 5-1-43

SHEPPARD & PHILLIPS
PUBLIC SERVICE BUILDING
PORTLAND, OREGON

STATE OF OREGON }
County of Multnomah } ss.

TO WHOM IT MAY CONCERN:

I, O. L. Spurlock, being first duly sworn, depose and say: That I am a resident and inhabitant of the state of Oregon; that I was employed by one H. L. Rice, otherwise known as Harry L. Rice, now bankrupt, on the Warm Springs Agency-Vancra Highway construction job and that heretofore I have duly and regularly filed my claim with the Secretary of State of the state of Oregon for this labor performed by me on said job, commonly known as contract #2282, the original contractor being R. O. Dail & Warren Bros., Inc.;

That there is now due, owing and unpaid to me for labor furnished to the said H. L. Rice by me the sum of $71.90; that the said H. L. Rice did give to me a check for the sum of $35.00 in partial payment of the claim of $71.90, and that I cashed the said check at the Sandy Market, Inc., who now hold the same as unpaid; that the said H. L. Rice did give to me a certain check in the sum of $20.00 in partial payment of the claim of $71.90 which I cashed at the Ivy Service Station at Gresham, Oregon, and that the said check of $35.00, as well as the check for $20.00 were N.S.F., and that the said market and service station do hold the said checks and that I have instructed R. O. Dail to pay to the Sandy Market the sum of $35.00, and to the Ivy Service Station the sum of $20.00 and take up the said checks;

That I made demand upon the said R. O. Dail & Warren Bros., Inc. for payment of the said amount of $71.90 and that the said R. O. Dail & Warren Bros., Inc., did pay to me the amounts as follows: $16.90 to me personally; $35.00 to Sandy Market, Inc., and $20.00 to the Ivy Service Station at Gresham, Oregon;

That for and in consideration of the said payment I do and do hereby assign all right, title and interest or claim that I may or might have against the estate of H. L. Rice, bankrupt, to the said R. O. Dail & Warren Bros, Inc., and do contract and agree that the said R. O. Dail & Warren Bros., Inc., are and are hereby fully subrogated to all my rights herein.

Dated this 16 day of December, 1940.

Subscribed and sworn to before me this 16 day of December, 1940.

Notary Public for Oregon
My Commission expires:

STATE OF OREGON)
) ss.
County of Multnomah)

TO WHOM IT MAY CONCERN:

I, J. H. Baker, being first duly sworn, depose and say: That I am a resident and inhabitant of the state of Oregon and that I was employed by one H. L. Rice, otherwise known as Harry L. Rice, now bankrupt, on the Warm Springs Agency-Vanora Highway construction job, and that heretofore I have duly and regularly filed my claim with the Secretary of State of the state of Oregon, for labor performed by me on the said job, commonly known as contract #2282, the original contractor being R.O. Dail & Warren Bros., Inc.;

That there is now due, owing and unpaid to me for labor furnished to the said H.L. Rice by me, the sum of $22.50;

That I made demand upon the said R.O. Dail & Warren Bros., Inc. for payment of the said amount, and that the said R.O. Dail & Warren Bros., Inc. did pay to me, as provided by the said contract #2282, the sum of $22.50;

That for and in consideration of the said payment of $22.50, I do and do hereby assign all right, title, interest and claim that I may or might have against the estate of said H.L. Rice, bankrupt, to the said R.O. Dail & Warren Bros., Inc., and do contract and agree that the said R. O. Dail & Warren Bros., Inc., be and they are hereby fully and completely subrogated to my rights herein.

J. H. Baker

Subscribed and sworn to before me this 2nd day of December, 1940.

Notary Public for Oregon
My Commission expires: Oct 7,

STATE OF OREGON)
) ss.
County of Multnomah) TO WHOM IT MAY CONCERN:

I, L.R. Baker, being first duly sworn, depose and say: That I am a resident and inhabitant of the state of Oregon and that I was employed by one H. L. Rice, otherwise known as Harry L. Rice, now bankrupt, on the Warm Springs Agency-Vanora Highway construction job, and that heretofore I have duly and regularly filed my claim with the Secretary of State of the state of Oregon, for labor performed by me on the said job, commonly known as contract #2282, the original contractor being R.O. Dail & Warren Bros., Inc.;

That there is now due, owing and unpaid to me for labor furnished to the said H. L. Rice by me, the sum of $77.40 and further, that in addition the said H. L. Rice did give me in partial payment for my services on said contract, a check in the sum of $20.00, drawn by the said H. L. Rice, which said check was returned to me marked "N.S.F.", and that the said check is hereto attached as a part of this affidavit and made a part thereof;

That I made demand upon the said R.O. Dail & Warren Bros., Inc., for payment of the said amount, and that the said R.O. Dail & Warren Bros., Inc., did pay to me, as provided by the said contract #2282, the sum of $77.40;

That for and inconsideration of the said payment of $77.40, I do and do hereby assign all right, title, interest and claim that I may or might have against the estate of said H.L. Rice, bankrupt, to the said R.O. Dail & Warren Bros., Inc., and do contract and agree that the said R. O. Dail & Warren

Bros., Inc., be and they are hereby fully and completely subrogated to my rights herein.

Subscribed and sworn to before me this 3 day of December, 1940.

Notary Public for Oregon

My Commission expires: Oct 7, 1944

STATE OF OREGON)
) ss.
County of Wasco)

To WHOM IT MAY CONCERN:

I, ________________________, being first duly sworn, depose and say:

That I am the ________________ of Walther-Williams Company in the city of The Dalles, Oregon; that one H. L. Rice, otherwise known as Harry L. Rice, now bankrupt, did purchase from Walther-Williams Company certain automobile tires and that the total purchase made by H. L. Rice for the Warm Springs Agency Highway Construction job by and between R. O. Dail and Warren Bros., Inc., with the state of Oregon, commonly known as contract #2282, and the Strebin Road-Hosner Road Section of the Troutdale-Sandy County Road, commonly known as contract #2202, between the state of Oregon and H. L. Rice, is in the sum of $444.70, and that of the said amount the said R.O. Dail & Warren Bros. are liable to Walther-Williams Company for the sum of $160.20, and that said Walther-Williams Company has filed a claim with the Secretary of State of the state of Oregon against the bond of R. O. Dail & Warren Bros., Inc., on the Warm Springs job, and that the said R. O. Dail & Warren Bros. have paid to Walther-Williams Company the sum of $160.20, receipt whereof is hereby acknowledged in full payment of any claim of Walther-Williams Company against the said Warm Springs job; that heretofore, the said Walther-Williams Company has filed a claim against the estate of H. L. Rice, bankrupt, and that for and in consideration of the said payment of $160.20, Walther-Williams Company does and does hereby assign to R. O. Dail & Warren Bros., Inc., all right, title, interest and claim that it may have against the H. L. Rice bankrupt estate for materials furnished on the said Warm Springs Agency-Vanora Highway Construction job, and agree that the said R. O. Dail & Warren Bros., Inc., shall be completely and fully subrogated to any and all rights that the said Walther-Williams Company may or might have against the said bankrupt estate of H. L. Rice in the sum of $160.20 as hereinabove particularly delineated.

WALTHER-WILLIAMS COMPANY

BY ______________________

Subscribed and sworn to before me this ___ day of December, 1940.

____

Notary Public for Oregon
My Commission expires:

STATE OF OREGON)
Wasco) ss.
County of ~~Multnomah~~)

TO WHOM IT MAY CONCERN:

I, Floyd Cole, being first duly sworn, depose and say: That I am a resident and inhabitant of the state of Oregon and that I was employed by one H. L. Rice, otherwise known as Harry L. Rice, now bankrupt, on the Warm Springs Agency-Vanora Highway construction job, and that heretofore I have duly and regularly filed my claim with the Secretary of State of the state of Oregon, for labor performed by me on the said job, commonly known as contract #2282, the original contractor being R.O. Dail & Warren Bros., Inc.;

That there is now due, owing and unpaid to me for labor furnished to the said H. L. Rice by me, the sum of $67.55, and further, that in addition, the said H. L. Rice did give me in partial payment for my services on said contract, a check in the sum of $25.00, drawn by the said H. L. Rice, which said check was returned to me marked "N.S.F.", and that the said check is hereto attached as a part of this affidavit and made a part thereof;

That I made demand upon the said R.O. Dail & Warren Bros., Inc., for payment of the said amount, and that the said R.O. Dail & Warren Bros., Inc., did pay to me, as provided by the said contract #2282, the sum of $92.55;

That for and in consideration of the said payment of $92.55, I do and do hereby assign all right, title, interest and claim that I may or might have against the estate of said H.L. Rice, bankrupt, to the said R.O. Dail & Warren Bros, Inc., and do contract and agree that the said R.O. Dail & Warren

Bros., Inc., be and they are hereby fully and completely subrogated to my rights herein.

Floyd Cole

Subscribed and sworn to before me this 30th day of November, 1940.

T. Leland Brown

Notary Public for Oregon

My Commission expires: Oct. 7, 1944.

STATE OF OREGON }
County of Multnomah} ss.

TO WHOM IT MAY CONCERN:

I, Meinard [illegible], being first duly sworn, depose and say: That I am a resident and inhabitant of the state of Oregon and that I was employed by one H. L. Rice, otherwise known as Harry L. Rice, now bankrupt, on the Warm Springs Agency-Vanora Highway construction job, and that heretofore I have duly and regularly filed my claim with the Secretary of State of the state of Oregon, for labor performed by me on the said job, commonly known as contract #2282, the original contractor being R.C. Dail & Warren Bros., Inc.;

That there is now due, owing and unpaid to me for labor furnished to the said H.L. Rice by me, the sum of $176.69;

That I made demand upon the said R. C. Dail & Warren Bros., Inc., for payment of the said amount, and that the said R.C. Dail & Warren Bros., Inc., did pay to me, as provided by the said contract #2282, the sum of $176.69;

That for and in consideration of the said payment of $176.69, I do and do hereby assign all right, title, interest and claim that I may or might have against the estate of said H.L. Rice, bankrupt, to the said R.C. Dail & Warren Bros., Inc., and do contract and agree that the said R.C. Dail & Warren Bros., Inc., be and they are hereby fully and completely subrogated to my rights herein.

____

Subscribed and sworn to before me this __ day of ________________, 194_.

____
Notary Public for Oregon
My Commission expires: March 1, 1943.

STATE OF OREGON)
County of Multnomah) ss.

TO WHOM IT MAY CONCERN:

I, Dean F. Bryson, being first duly sworn, depose and say: That I am a resident and inhabitant of the state of Oregon; that I am attorney for M. J. Bell; that said M. J. Bell was employed by one H. L. Rice, otherwise known as Harry L. Rice, now bankrupt, on the Warm Springs Agency-Vanora Highway construction job, and that heretofore said M. J. Bell has duly and regularly filed his claim with the Secretary of State of the state of Oregon for labor performed by him on the said job, commonly known as contract #$282, the original contractor being R.O. Dail & Warren Bros., Inc.;

That there is now due, owing and unpaid to M. J. Bell for labor furnished to the said H. L. Rice by him the sum of $214.42;

That said M. J. Bell made demand upon said R. O. Dail & Warren Bros., Inc., for payment of the said amount, and that the said R.O. Dail & Warren Bros., Inc., did pay to him, as provided by the said contract #2282, the sum of $214.42;

That for and in consideration of the said payment of $214.42, M. J. Bell does and does hereby assign all right, title interest, and claim that he may or might have against the estate of said H.L. Rice, bankrupt, to the said R.O. Dail & Warren Bros., Inc., and does contract and agree that the said R. O. Dail & Warren Bros., Inc., be and they are hereby fully and completely subrogated to his rights herein.

Dean F. Bryson, attorney for
M. J. Bell.

COPY

RECEIVED OF R. O. Dail & Warren Bros., Inc., the sum of $44.10 in partial payment of an N.S.F. check written by H. L. Rice, payable to Charles Miller, which said check is in the sum of $50.00, the $44.10 being for wages earned by the said Charles Miller as an employee of H. L. Rice on the Warm Springs job.

Dated this ___ day of January, 1941.

SANDY MARKET, INC.

By ______________________________

6

RECEIVED
DEC 24 1940
FOR FILING

116-1009

December 24, 1940

Sheppard & Phillips
1208 Public Service Bldg.
Portland, Oregon

Gentlemen:

This acknowledges receipt of your letter of December 18 and advises that we have the following claims filed against R. O. Dail & Warren Bros., Inc., and the U.S. Fidelity and Guaranty Company, for work done under contract No. 2282, for surfacing and oiling the Warm Springs Agency-Vanora Section of the Warm Springs Secondary Highway:

A. L. Bean	$43.15
E. L. Johnson, labor	109.10
F. V. Bowman, labor	226.95
Chas. E. Miller, labor	7.44
O. L. Spurlock, labor	71.90
Norman Thomas	218.28
Jake Davis, labor	77.10
L. R. Baker, labor	74.40
Floyd Cole	67.55
J. H. Baker	22.50
Mainard Alt	176.69
Floyd Cole, labor	25.00
M. J. Bell, labor and truck service	214.00
Western Fence & Wire Works	211.74
Walther-Williams	160.20
Dowsett Auto Parks	31.63

The above claims are all of which the state has been advised, and we cannot guaranty that there are not others, or that these claims are valid.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

By

Secretary

DOD:RS

a

LAW OFFICES
SHEPPARD & PHILLIPS
SUITE 1208 PUBLIC SERVICE BUILDING
PORTLAND, OREGON

CHESTER A. SHEPPARD
WENDELL K. PHILLIPS

RECEIVED
DEC 19 1940
[illegible]

December 18th, 1940

Mr. H. B.Glaisyer, Secretary
Oregon State Highway Commission
Salem, Oregon

Dear Sir:

Will you kindly give me a list of the claims and amounts both for labor and material filed at the present time against the United States Fidelity & Guaranty Company and R. O. Dail & Warren Bros., Inc., for work done on contract #2282.

We have already paid a number of these claims and we are wondering how many more are outstanding that have been filed that we do not know about.

Yours very truly,

SHEPPARD & PHILLIPS

By W. K. Phillips
rs.

WKP:rs

RECEIVED
AUG 13 1940
FOR FILING

116-1009

August 12, 1940

Shell Oil Company
1220 S. W. Morrison St.
Portland, Oregon

Attention: Frank J. Hurner
Division Credit Manager

Gentlemen:

Reply is made to your inquiry of July 31 concerning State Highway Contract No. 2282 which was awarded to R. O. Dail & Warren Brothers for construction of the Warm Springs Agency-Vanora Section of the Warm Springs Secondary Highway, in Jefferson County.

Investigation of our records reveals that the job was 50 per cent complete on July 10. Our retained percentage at this time amounts to $2,714.70. We have paid the con- $15,547.60 which together with the retained percentage amounts to $18,262.30, the amount earned.

I trust this is the information you desire.

Very truly yours,

Secretary

HBG:MC
am

Jefferson

2282 - R.O.Dail & Warren Bros.

No record that it has been completed.

Amount earned	7/10	18,262.30
" paid		15,547.60
" retained		2,714.70

Estimated cost of job	37,990.00
Value of work done	18,262.30
Bal. to complete	19,727.70

7/31

HELL OIL COMPANY
INCORPORATED
1220 S.W. MORRISON STREET
PORTLAND, OREGON

TELEPHONE ATWATER 7321

July 31, 1940

gon
rtment
n

Mr. Glaisyer

Re: R. O. Dail & Warren Brothers
Contract No. 2282

Kindly favor us with a progress report on the above mentioned contract. If the work has been finished, please furnish the completion and acceptance dates of the contract.

Very truly yours,

SHELL OIL COMPANY,
Incorporated

FRANK J. HURNER
Division Credit Manager

RER:GC

ANSWERED
H. B. GLAISYER

SHELL OIL COMPANY
INCORPORATED
1220 S.W. MORRISON STREET
PORTLAND, OREGON

TELEPHONE ATWATER 7321

July 31, 1940

State of Oregon
Highway Department
Salem, Oregon

Attention: Mr. Glaisyer

Gentlemen:

Re: R. O. Dail & Warren Brothers
Contract No. 2282

Kindly favor us with a progress report on the above mentioned contract. If the work has been finished, please furnish the completion and acceptance dates of the contract.

Very truly yours,

SHELL OIL COMPANY,
Incorporated

FRANK J. HURNER
Division Credit Manager

RER:GC

ANSWERED
H. B. GLAISYER

RECEIVED
DEC 13 1940
FOR FILING

116-1009

December 13, 1940

U. S. Fidelity & Guaranty Co.
M. K. Sprott
Bedell Building
Portland, Oregon

Gentlemen:

We have received, through the office of the Secretary of State, copies of a notice of claim by Dowsett's Auto Parts Depot in the amount of $31.63 against R. O. Dail & Warren Bros. Inc. for surfacing and oiling on the Warm Springs Agency-Vanora Section of the Warm Springs Secondary Highway in Jefferson County, contract No. 2282.

Inasmuch as you are surety for the contractors on this job, we hand you herewith, for your information and such action as is necessary, a copy of this notice of claim.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

By

Secretary

RS
encl.
cc - R. O. Dail & Warren Bros. Inc.
8919 S. E. Foster Road
Portland, Oregon

NOTED
D. G. DeSart

D. G. DeSart

December 13, 1940

Honorable Earl Snell
Secretary of State
Capitol

Dear Sir:

This acknowledges receipt of your letter of December 12, 1940, enclosing three copies of a notice of claim by Dowsett's Auto Parts Depot in the amount of $31.63 against R. O. Dail and Warren Bros. Inc. for materials furnished on contract No. 2282, Warm Springs Agency-Vanora Section of the Warm Springs Secondary Highway, in Jefferson County.

We have noted this claim in our records of this job and will today forward to the contractor and his surety copies of the notice thereof.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

By

RS

Secretary

COPY

To the STATE OF OREGON, and the STATE HIGHWAY COMMISSION

of the State of Oregon:

Notice is hereby given that the undersigned, Dowsetts Auto Parts Depot, Bend, Oregon, has a claim for materials furnished to Harry L. Rice, to-wit:

July 7th, 1940 — Inv. 90294		
220 cu. ft. oxygen		5.72
July 9th, 1940 - Inv. 11837		
2/3" 3X1/4 woven lining	.90	
1 lb. 7-12 Rivets	.45	1.35
July 13, 1940 — Inv. 90424		
1 3072 Axle		13.12
July 18, 1940 — Inv. 09520		
123 cu. ft. Acetylene	5.72	
220 cu. ft. Oxygen	5.72	11.44
	Total	$31.63

in the sum of $31.63 against the bond taken from Harry L. Rice, R. O. Dail and Warren Bros. Inc. and U. S. Fidelity and Guaranty Co., surety for the work of highway contracting, to-wit: a sub-contract for highway work on the Warm Springs Highway northwest of Madras, Oregon, said materials being furnished during July 1940.

DOWSETT'S AUTO PARTS DEPOT, BEND, ORE.

By ROBT. E. DOWSETT
Owner

Endorsed: File No. 2972
Filed December 12, 1940
EARL SNELL, Secretary of State

EARL SNELL
SECRETARY OF STATE
SALEM, OREGON

December 12, 1940

Oregon State Highway Commission
Salem, Oregon

[illegible]
DEC 13 1940
STATE [illegible]

Gentlemen: Attention Mr. H. B. Glaisyer

There are enclosed for your information and files, three copies of a notice of claim by Dowsett's Auto Parts Depot for $31.63 against the bond taken from R. O. Dail & Warren Bros. Inc., principal, and U. S. Fidelity & Guaranty Company, surety, for work on the Warm Springs Highway, which was received from Mr. Robert H. Foley, Bend, Oregon, and filed today.

Please acknowledge receipt of the copies.

Very truly yours,

Earl Snell
Secretary of State

S:FM
encs. 3

Retain
acknowledgment letter
HBG

To the STATE OF OREGON, and the STATE HIGHWAY COMMISSION

OF the State of Oregon:

Notice is hereby given that the undersigned, Dowsetts Auto Parts Depot, Bend, Oregon, has a claim for materials furnished to Harry L. Rice, to-wit:

July 7th, 1940 -- Inv. 90294		
220 cu. ft. oxygen		5.72
July 9th, 1940 -- Inv. 11837		
2/3" 3X1/4 woven lining	.90	
1 lb. 7-12 Rivets	.45	1.35
July 13, 1940 -- Inv. 90424		
1 3072 Axle		13.12
July 18, 1940 -- Inv. 09520		
123 cu. ft. Acetylene	5.72	
220 cu. ft. Oxygen	5.72	
		11.44
		Total $31.63

in the sum of $31.63 against the bond taken from Harry L. Rice, R. O. Dail and Warren Bros. Inc. and U. S. Fidelity and Guaranty Co., surety for the work of highway contracting, to-wit: a sub-contract for highway work on the Warm Springs Highway northwest of Madras, Oregon, said materials being furnished during July 1940.

DOWSETT'S AUTO PARTS DEPOT, BEND, ORE.

BY Robt B Dowsett
Robert B. Dowsett
Owner

REFERRED TO
BY SECRETARY

RECEIVED
DEC 13 1940
FOR FILING

116-1009

December 13, 1940

U. S. Fidelity & Guaranty Company
M. K. Sprott
Bedell Building
Portland, Oregon

Gentlemen:

We have received, through the office of the Secretary of State, copies of a notice of claim by the Walther-Williams Company, in the amount of $160.20 against R. O. Dail & Warren Brothers, Inc., being State Highway contract No. 2282, for surfacing and oiling on the Warm Springs Agency-Vanora Section of the Warm Springs Secondary Highway in Jefferson County.

Inasmuch as you are surety for the contractors on this job, we hand you herewith, for your information and such action as is necessary, a copy of this notice of claim.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

By

RS [illegible] Secretary
enc.

cc - R. O. Dail & Warren Bros. Inc.
8919 S. E. Foster Road
Portland, Oregon

NOTED
D. G. DeSart

December 12, 1940

U. S. Fidelity & Guaranty Co.
M. K. Sprott
Bedell Building
Portland, Oregon

Gentlemen:

We have today received notice from the Walther-Williams Company amending their claim against R. O. Dail & Warren Brothers, Inc. and the U. S. Fidelity & Guaranty Company, for supplies furnished on contract No. 2282.

They are now claiming the amount of $160.20 due and payable to them for supplies used on this contract.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

By

Secretary

DOD:RS
cc - R. O. Dail &
Warren Brothers, Inc.
8919 S.E. Foster Road
Portland, Oregon

cc - H. L. Rice
9 N. E. 31st Ave.
Portland, Oregon

2282
$160.20

EXHIBIT A

COPY

H. L. RICE

Portland, Oregon

Dec. 3-1940
Portland, Ore.

Mr. Leo Goar

Dear Sir:

In my letter of Oct. 12-1940 I was wrong on the tires as following figures will show:

		R.O. Dail, Warm Springs	E.C.Hall, Brightwood.
2 - 9/75 - 20	$100.00	75% or $75.00	25% or $25.00
4 - 9/75 - 20	250.00	25% or $62.50	75% or $187.50
1 - 40 x 8	72.00		100% or 72.00
2 - 550-18 b tubes (deducted from labor	22.70	100% or $22.70	
		$160.20	$284.50

Yours truly

(Sgd) H. L. RICE

TO THE STATE HIGHWAY COMMISSION

OF THE

STATE OF OREGON

In the Matter of a contract and surety bond for the construction of 5.1 miles surfacing and oiling on the Warm Springs secondary highway in Jefferson County, Warm Springs Agency-Vanora section.	SECOND AMENDED CLAIM FOR MATERIAL UNDER CONTRACT NO. 2282.

I, HARRY E. WALTHER, being first duly sworn, say that I am vice-president and acting general manager of the firm of Walther-Williams Company, Inc., claimant. That I am familiar with the books and accounts of said claimant and its general business and particularly the sale of material furnished to Harry L. Rice, subcontractor of contractor R. O. Dail & Warren Bros., Inc., who were awarded contract No. 2282 by the Highway Commission of the State of Oregon for the surfacing and oiling of 5.1 miles on the Warm Springs secondary highway in Jefferson County.

That the claimant heretofore filed a claim and amended claim in this matter. That since the filing of the claim and amended claim the subcontractor, Harry L. Rice, now claims to have made a mistake as to the use and expenditure ~~of the percentage~~ of the material used in the prosecution of the work of his two subcontracts. It appears now from statements made by Knute Lien and statements and a letter from Harry L. Rice that the material purchased by the said Harry L. Rice from the claimant, Walther-Williams Company, was used by the said Harry L. Rice for the prosecution and completion of two subcontracts, one subcontract being a contract awarded to the said Harry L. Rice from R. O. Dail & Warren Bros., Inc. under State Highway contract #2282, and the other subcontract being a contract awarded to the said Harry L. Rice from E. C. Hall & Company under State Highway contract #2242.

That the said claimant, Walther-Williams Company, at the request of the said Harry L. Rice, for the prosecution and completion of the work of his subcontracts with the contractors hereinabove named, supplied the said Harry L. Rice with the following materials for such work:

June 20, 1940...	2 975x20 GG tires..............	$100.00	
July 1, 1940...	4 975x20 HS T&B tires.........	250.00	
	1 40x8 HS tire...................	72.00	
18, 1940...	2 550x18 6 ply lib tires......	19.75	
	2 B18 tubes......................	3.00	$444.70

That the agreed and reasonable price of said material is the sum of $444.70. That the said material, consisting of tires and tubes, was used by Harry L. Rice in the performance of his subcontract of surfacing and oiling the Warm Springs secondary highway in Jefferson County, as specified in contract #2282.

That this claimant, based on a letter hereto attached and marked "Exhibit A" and from statements of Knute Lien, alleges that the materials sold by the claimant to the said Harry L. Rice and used by the said contractor in the prosecution of the work under his subcontract with R. O. Dail & Warren Bros. Inc., was worn out and expended under said contract as follows:

2 975x20 tires.....	$100.00....	75%...........	$75.00	
4 975x20 tires.....	250.00....	25%...........	62.50	
2 550x18 6 ply.....	19.70			
2 B18 tubes........	3.00....	100%..........	22.70	$160.20

That as a result of the use of said material sold by this claimant to the said Harry L. Rice this claimant states there is now due and owing from the said Harry L. Rice, R. O. Dail & Warren Bros. Inc., and their bondsmen, the sum of $160.20. That the said sum of $160.20 is the reasonable value of said material expended on said highway under contract #2282 and the said Harry L. Rice and R. O. Dail & Warren Bros. Inc., and their bondsmen, are justly indebted to the said claimant in the sum of $160.20 for the material so expended under said contract #2282 and that neither this claimant nor any other person to my knowledge or belief has received any manner of satisfaction or security whatsoever for said claim and that no payments have been made thereon and that there are no counterclaims or offsets thereto to my knowledge, and that the whole sum of $160.20, as hereinabove set forth, is now due, owing and unpaid.

That the said claimant is informed and further states that the job covered by said contract has not yet been accepted by the State of Oregon nor has final settlement been made.

WALTHER-WILLIAMS COMPANY, INC.
The Dalles, Oregon.
Creditor

By
Vice-president and general manager

Subscribed and sworn to before me this 11 day of December, 1940.

T. Leland Brown
Notary Public for Oregon
My commission expires October 7, 1944.

(Seal)

TO THE STATE HIGHWAY COMMISSION
OF THE STATE OF OREGON.

In the Matter of a contract and surety bond for the construction of 5.1 miles surfacing and oiling on the Warm Springs secondary highway in Jefferson County, Warm Springs Agency-Vanora section.

SECOND AMENDED CLAIM FOR MATERIAL UNDER CONTRACT #2282.

WALTHER-WILLIAMS & CO.
The Dalles, Oregon,

Claimant.

BROWN & VAN VACTOR
THE DALLES, OREGON

RECEIVED
DEC 12 1940
FOR FILING

116-1007

December 11, 1940

United States Fidelity & Guaranty Co.
M. K. Sprett, Agent
Bedell Building
Portland, Oregon

Gentlemen:

You are hereby notified that State Highway contract No. 2282 for surfacing and oiling on the Warm Springs Agency-Vanora Section of the Warm Springs Secondary Highway, in Jefferson County, has been completed by the contractors, R. O. Dail and Warren Brothers, and that final settlement will be made by the state with said contractors, for work done under said contract, on or after December 21, 1940.

There are claims filed against this project, of which you have been previously notified, aggregating $1,884.25.

This notice is served upon you since you appear as surety on the bond furnished by the above contractor. Kindly acknowledge receipt of this letter.

For your information we wish to advise that the total amount paid the contractor in connection with this contract will be $38,207.94, including final payment, and that no force account work was performed therein.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

By

RS

Secretary

NOTED
D. G. DeSart

RECEIVED
DEC 12 1940
FOR FILING

116-1009

December 9, 1940

U. S. Fidelity & Guaranty Co.
M. K. Sprott,
Bedell Building
Portland, Oregon

Gentlemen:

We have received, through the office of the Secretary of State, copies of a notice of claim by the Western Fence & Wire Works for sand and gravel screen cloth, in the sum of $211.74, against R. O. Dail & Warren Bros. Inc., for work on state highway contract No. 2282, Warm Springs Agency-Vancora Section of the Warm Springs Secondary Highway, in Jefferson County.

Inasmuch as you appear as surety for the contractor on this job, we hand you herewith, for your information and such action as is necessary, a copy of this notice of claim.

Yours very truly,

OREGON STATE HIGHWAY COMMISSION

By

Secretary

RS
encl.
cc - R. O. Dail & Warren Bros. Inc.

NOTED
D. G. DeSart

December 9, 1940

Honorable Earl Snell
Secretary of State
Capitol

Dear Sir:

This acknowledges receipt of your letter of December 4, 1940, enclosing three copies each of two notices of claim by the Western Fence & Wire Works, as follows:

Notice of claim for sand and gravel screen cloth in the sum of $64.95 against H. L. Rice for work on state highway contract No. 2202

Notice of claim for sand and gravel screen cloth in the sum of $211.74 against R. O. Dail & Warren Brothers for work on state highway contract No. 2282

We have noted these claims in our records and will today forward to the above contractors and their sureties copies of notices thereof.

Yours very truly,

OREGON STATE HIGHWAY COMMISSION

By

RS

Secretary

COPY

WESTERN FENCE & WIRE WORKS

MANUFACTURERS

WIRE AND IRON WORK
FENCE ERECTORS

SPIRAL WIRE CONVEYERS
BELTING

1315 Southeast Ninth Ave. Corner of Main;; P. O. Box 2068

PORTLAND, OREGON

December 3, 1940

To: Secretary of State
Salem,
Oregon

Notice is hereby given that the undersigned WESTERN FENCE & WIRE WORKS has a claim for sand and gravel screen cloth in the sum of $211.74 against the bond taken from R. O. Dail for the work of State Highway Contract No. 2282 for the Warm Springs Job.

WESTERN FENCE & WIRE WORKS

BY S. H. PALMER, MGR.

ENDORSED:
File No. 2966
Filed December 4, 1940
Earl Snell, Secretary of State

EARL SNELL
SECRETARY OF STATE
SALEM, OREGON

December 4, 1940

State Highway Commission
State Office Building
Salem, Oregon

Gentlemen:

Enclosed are three copies each of two notices of claim by the Western Fence & Wire Works, as follows:

Notice of claim by Western Fence & Wire Works for sand and graves screen cloth in the sum of $64.95 against the bond taken fron N. L. Rice for work on state highway contract No. 2202 for the Hosner Road.

Notice of claim by Western Fence & Wire Works for sand and gravel screen cloth in the sum of $211.74 against the bond taken from R. O. Dail for the work of State Highway Contract. No. 2282 for the Warm Springs Job.

Kindly acknowledge receipt of the copies.

Very truly yours,

Earl Snell

Secretary of State

S:FL

Enc.

#2282

RECEIVED
DEC 3 1940
FOR FILING

[illegible]

December 2, 1940

Mr. Dean F. Bryson
Attorney at Law
Suite 1206 Guardian Bldg.
Portland, Oregon

Dear Sir:

This will acknowledge receipt of your letter of November 29 and advise that the contractor and surety were notified of Mr. Bell's claim against the bond on Contract No. 2202 on November 9, and against the bond on Contract No. 2282 on November 12.

To date we have had no reply to these notices.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

By

Secretary

DGD:RS

Letter from Dean F. Bryson
filed on FA 275-B-1

NOTED
D. G. DeSart

RECEIVED
NOV 27 1940
FOR FILING

116-11[illegible]

November 23, 1940

R. O. DAIL & WARREN BROS., INC.
8919 S. E. Foster
Portland, Oregon

Gentlemen:

At the meeting of the State Highway Commission held on October 11, 1940, the following action was taken on your request for extension of time:

"R. O. Dail & Warren Bros., Inc., Contract No. 2282, for surfacing and oiling the Warm Springs Agency-Vanora Section of the Warm Springs Secondary Highway, in Jefferson County, requested an additional extension of time of 30 days, from August 30 to September 30, 1940, within which to complete this project. They attributed their failure to complete the project within the specified time limit to the fact that it took a little longer to complete their contract No. 2277 (surfacing and oiling the Miles Bridge-Baker and Baker-Salisbury Sections of the Medical Springs Secondary and Baker-Unity Highways, in Baker County) than was anticipated and that they lost an additional 4 days of time in doing a small oiling job for Mr. Guy Norris at Joseph, Oregon, all of which work the Division Engineer in that district desired completed as soon as possible. The Engineer advised that the reasons given by the contractor for failure to complete the project within the specified time limit are correct and that it was with his approval that the contractor completed the Baker County work before finishing the Warm Springs Highway project. He pointed out that the Commission, at its meeting on August 22, 1940, extended the time limit on the project from July 31, the specified date of completion, to August 30, 1940, subject to the condition that the contractor reimburse the state for engineering expense incurred subsequent to the specified date of completion. However, at that time the real reason for the delay was unknown inasmuch as the work upon which the contractor was employed was located in two different divisions. He recommended, in view of the circumstances, that the penalty previously imposed be cancelled and that the extension of time, from July 31 to September 30, 1940, be granted without penalty. The Commission approved the recommendation."

Very truly yours,

STATE HIGHWAY COMMISSION

By

Secretary

MEL

cc - W. E. Chandler

RECEIVED
NOV 18 1940
FOR FILING

November 15, 1940

Mr. Robert H. Foley
Lawyer
Bend, Oregon

Dear Sir:

Reply is made to your letter of November 12 regarding the claim of your client, Dowsetts Auto Parts Depot, against Harry L. Rice, subcontractor on highway work on the Warm Springs Highway northwest of Madras, which claim is in the amount of $31.63.

Our records disclose that Mr. Rice subcontracted certain work under R. O. Dail and Warren Bros., Inc., for the surfacing and oiling of the Warm Springs Agency-Vanora Section of the Warm Springs Highway, in Jefferson County, contract No. 2282. We do not know who wrote the bond for Mr. Rice but the bond furnished by the original contractor, R. O. Dail and Warren Bros., Inc., to the state was written by the United States Fidelity and Guaranty Company for whom M. K. Sprott is local agent with offices in the Bedell Building, Portland.

In accordance with our usual practice we are today notifying the bonding company and the original contractor of the filing of your claim. I might add that the address of the contractor, R. O. Dail and Warren Bros., Inc., is 8919 S. E. Foster Road, Portland, Oregon.

Very truly yours,

HBG:AM

Secretary

REFERRED TO
D G DeSart
BY SECRETARY

NOTED
D. G. DeSart

RECEIVED
NOV 18 1940
FOR FILE

November 15, 1940

United States Fidelity & Guaranty Co.
M. K. Sprott, Agent
Bedell Building
Portland, Oregon

Gentlemen:

The State Highway Commission has today been advised by Robert H. Foley, Lawyer, Bend, Oregon, that his client, Dowsetts Auto Parts Depot, has a claim against Harry L. Rice, subcontractor under R. O. Dail and Warren Bros., Inc., on state highway contract No.2282, Warm Springs Agency-Vanora Section of the Warm Springs Highway, in Jefferson County. Amount of claim $31.63.

This information is given you inasmuch as you appear surety on the bond furnished by R. O. Dail and Warren Bros., Inc., in connection with this contract.

Very truly yours,

HDG:AM Secretary

cc - R. O. Dail & Warren Bros., Inc.
8919 S. E. Foster Road
Portland, Oregon

H. L. Rice
9 N. E. 31st Ave.
Portland, Oregon

ROBERT H. FOLEY
LAWYER
BEND. OREGON

Nov. 12, 1940

State Highway Department
Salem, Oregon

Gentlemen:

Our client Dowsetts Auto Parts Depot has a claim against Harry L. Rice for materials furnished for Mr. Rice on his sub-contract for highway work on the Warm Springs Highway northwest of Madras, Oregon. The amount of the claim is $31.63.

We are informed that Mr. Rice has taken bankruptcy and therefore, our client would have a claim on Mr. Rice's bond for the amount of the bill. It is our understanding that a notice of this claim with an itemized statement thereof should be furnished to the Secretary of State. We do not know who the surety on Mr. Rice's bond was and before we are able to prepare the proper notice we require this information. Will you please advise us the name of the surety on Mr. Rice's bond and we would also appreciate it greatly if you could give us any other information about this particular contract.

Yours very truly

Robert H Foley

ANSWERED
H. B. GLAISYER

RF:EF

RECEIVED
NOV 12 1940
FOR FILING

116- [illegible]

November 8, 1940

United States Fidelity &
Guaranty Company,
M. K. Sprott, Agent
Bodell Building
Portland, Oregon

Gentlemen:

We are in receipt of information to the effect that Floyd Cole of The Dalles has a claim against H. L. Rice for services rendered in connection with State Highway Contract No. 2282 which was awarded to R. O. Dail & Warren Bros. for the surfacing and oiling of the Warm Springs Agency-Vanora Section of the Warm Springs Secondary Highway, in Jefferson County. Mr. Rice was a subcontractor on this project. Mr. Cole's claim amounts to $25.00 and represent labor performed as a rock crusher foreman.

This information is given you as you appear as surety on the bond involved.

Yours very truly,

HBG:MC

Secretary

cc - R. O. Dail & Warren Bros.
8919 S. E. Foster Road
Portland

H. L. Rice,
9 N. E. 31st Avenue
Portland, Oregon

NOTED
D. G. DeSart

November 8, 1940

Brown & Van Vactor,
Attorneys at Law
Pioneer Building
The Dalles, Oregon

Attention: T. Leland Brown

Gentlemen:

This acknowledges receipt of your letter of November 7 returning the claim of Floyd Cole against H. L. Rice, and I note that this claim was against Mr. Rice as subcontracter under R. O. Dail & Warren Bros., Inc., in connection with State Highway Contract No. 2282. We are correcting our records accordingly and we are bringing the claim to the attention of the original contractor and the surety on his bond.

You inquire when this matter will be taken up for settlement. In reply, will say that that is something I cannot answer. Perhaps R. O. Dail and Warren Bros. can enlighten you and I would suggest that you direct an inquiry to them. I do not believe that the Highway Commission would want to pay any of the claims direct without orders from the Court to do so. The original contractor on this work might assume this responsibility as this claim is against him as original contractor.

Yours very truly,

HBG:MC

Secretary

NOTED
D. G. DeSart

SAM VAN VACTOR

LAW OFFICES
OF
BROWN AND VAN VACTOR
PIONEER BUILDING
THE DALLES, OREGON

November 7, 1940

Mr. H. B. Glaisyer, Secretary
State Highway Commission
Salem, Oregon

Re: R. O. Dail & Warren Bros.,
Inc., -- contract 2282.

Dear Sir:

I am herewith returning the claim of Floyd Cole of Route 2, The Dalles, Oregon, to be filed in the above entitled matter. Mr. Cole's claim is in the amount of $25.00 earned for services rendered as a rock crusher foreman under Harry L. Rice, the subcontractor of the above named contract, Mr. Rice having tendered to Mr. Cole a $25.00 check as a part payment for Cole's services. The check was returned for the reason that Mr. Rice did not have sufficient funds in the bank to cover the same.

We have filed several claims with you and this will advise you that this will be our last claim to be filed in these proceedings. Would you kindly advise us when this matter will be taken up for settlement.

Very truly yours,

BROWN & VAN VACTOR

By T. Leland Brown

TLB:MF
Enc.

ANSWERED
H. B. GLAISYER

NOTED
D. G. DeSart

hibit "B"

FFORD HOTEL
"A Moderate Priced Hotel of Merit"
THE PRINCIPAL EAST SIDE HOTEL
Telephone EAst 7189

527 S. E. Morrison at Sixth Avenue
Portland, Oregon

Nov 2-40

T. Leland Brown
The Dalles Ore
Dear Sir.

Claim of Floyd Cole.

This $25.00 check was in payment for labor on the Warm Springs Job. as the back labor was always paid & taken care of first

Yours Truly

H L Rice

PERFORMED
WAY CON-

, Oregon, being first
sher foreman by Harry
Brothers, Inc., who
gon State Highway
tate that I was employed
oreman and I worked on
il to and including the
ober, 1940, I prepared
d for the said sub-
I have instructed my
ion and the Referee in
States in and for the
District of Oregon. Since said claim was prepared and filed, there was returned to me the check of H. L. Rice, who is also known and is the

TO THE STATE HIGHWAY COMMISSION
OF THE
STATE OF OREGON

)
) CLAIM FOR LABOR PERFORMED
) UNDER STATE HIGHWAY CON-
) TRACT #2282
)
)

I, FLOYD COLE, of Route 2, The Dalles, Oregon, being first duly sworn, say that I was employed as rock crusher foreman by Harry L. Rice, sub-contractor of R. O. Dail & Warren Brothers, Inc., who had been awarded Contract No. 2282 with the Oregon State Highway Commission of the State of Oregon. I further state that I was employed at the rate of 75¢ per hour as a rock crusher foreman and I worked on said construction work from the 15th day of April to and including the 20th day of July, 1940. On the 11th day of October, 1940, I prepared a claim for moneys due me for services performed for the said sub-contractor under Contract No. 2282, which claim I have instructed my attorney to file with the State Highway Commission and the Referee in Bankruptcy in the District Court of the United States in and for the District of Oregon. Since said claim was prepared and filed, there was returned to me the check of H. L. Rice, who is also known and is the bankrupt, Harry L. Rice. That the said bankrupt drew said check on the East Portland Branch of the First National Bank of Portland, Oregon, on September 4th in the sum of $25.00, and made payable to this affiant. This check was presented to me by the said Rice as a part payment on the labor performed as rock crusher foreman for money earned for services performed for the said bankrupt between the 15th day of April and the 20th day of July, 1940. That the said bankrupt never at any time paid me in full for my work on said contract. That at the time I accepted this check I presumed that the said bankrupt had sufficient money in the bank to pay the check when it was presented for payment, and that I did not include in my claims filed with either the State Highway Commission or the Referee in Bankruptcy, this sum of money due me under Contract No. 2282. That after I endorsed the check and cashed the same with one Leo Blickenstaff it was returned by the bank, marked "N. S. F.", and this claimant had to return the $25.00 received from the said Leo Blickenstaff for said check. That by reason that said check was returned to the claimant, there is now due and owing, in addition to the sum of $67.55, from Harry L. Rice, sub-contractor on the R. O. Dail & Warren Brothers, Inc., contract with the State of Oregon, this sum of $25.00 as a wage claim under said contract.

That I have heretofore filed the original check attached to a claim filed in the bankruptcy proceedings, and I am hereto attaching copy of said original check and making it a part of this claim, and have marked it "Exhibit A" for reference.

That the wage of employment was a reasonable and agreed wage between myself and the said Harry L. Rice, and that he is justly indebted to me under the said contract, in addition to the claim I have already filed for services preformed under said Contract No. 2282, the sum of $25.00, as shown by copy of the check marked "Exhibit A". That neither this claimant, nor any other person to my knowledge or belief, has received any manner of satisfaction or security whatsoever of said wage claim, and that no payments have been made thereon, and that there are no counterclaims or offsets to the same to my knowledge, and that the whole sum as set forth in this statement is now due, owing and unpaid.. The said claimant further states on information and belief that the said job covered by Contract No. 2282 has not yet been accepted by the State of Oregon, nor has final settlement been made thereon.

That there is hereto attached, marked "Exhibit B" and made a part of this claim, a letter from H. L. Rice, who states that the $25.00 check was in payment for labor performed by claimant on what was known as the Warm Springs job, being labor performed under Contract No. 2282 of the State Highway Commission.

Floyd Cole
Claimant
Route 2, The Dalles, Oregon

Subscribed and sworn to before me at The Dalles, Oregon, this 4th day of November, 1940.

T. Leland Brown
Notary Public for Oregon
My Commission Expires Oct. 7, 1944

"EXHIBIT A"

24-69 EAST PORTLAND BRANCH 24-69

THE FIRST NATIONAL BANK OF PORTLAND

524 S.E. Morrison Near Grand Avenue

Pay to the
Order of F. C. COLE- $25.00

Twenty-Five and no/100 - Dollars

(Sgd) H. L. RICE

Endorsements

F. C. Cole

Leo Blickenstaff

Pay to the Order of
The First National Bank of Portland (Ore)
JOE NELSON

"EXHIBIT B"

CLIFFORD HOTEL
"A Moderate Priced Hotel of Merit"
THE PRINCIPAL EAST SIDE HOTEL
Telephone EAst 7189

327 S.E. Morrison at
Sixth Avenue
Portland, Oregon

Nov. 2-40

T. Leland Brown
The Dalles, Ore.

Dear Sir:

Claim of Floyd Cole.

This $25.00 check was in payment for labor on the Warm Springs job. As the back labor was always paid & taken care of first.

Your truly

(Signed) H. L. Rice

TO THE STATE HIGHWAY COMMISSION

OF THE STATE OF OREGON

CLAIM FOR LABOR PERFORMED
UNDER STATE HIGHWAY CONTRACT
NO. 2282.

FLOYD COLE

Route 2, The Dalles, Oregon.

BROWN & VAN VACTOR
ATTORNEYS AT LAW
THE DALLES, OREGON

RECEIVED
NOV 4 1940
FOR FILING

116-1009

November 2, 1940

Mr. W. K. Phillips
c/o Sheppard & Phillips
Public Service Building
Portland, Oregon

Dear Sir:

Responding to your request of November 1, 1940, I am pleased to forward to you today, under separate cover, a certified copy of the contract between the State Highway Commission and R. O. Dail and Warren Bros., Inc., covering the Warm Springs Project, State Highway Contract No. 2282, which is for 5.1 miles surfacing and oiling on the Warm Springs Agency-Vanora Section of the Warm Springs Secondary Highway, in Jefferson County.

This contract was awarded on February 15, 1940 and the records disclose that it was completed on September 15, 1940 and was accepted by formal action of the State Highway Commission on October 11, 1940. Our records further disclose a retained percentage in the amount of $1,145.00 and the following claims; which claims I might state appear to be all against H. L. Rice, subcontractor on this job:

Walther-Williams Company	$306.82
Mainard Alt	176.69
Floyd Cole	67.55
J. H. Baker	22.50
Jake Davis	77.10
L. R. Baker	74.40
Norman Thomas	218.28
O. L. Spurlock	71.90
Chas. E. Miller	7.44
F. V. Bowman	226.95
E. L. Johnson	109.10
A. L. Bean	43.15

There may be other claims that we do not have knowledge of at present.

Very truly yours,

REFERRED TO [illegible]
BY SECRETARY
[illegible] copy of contract

LAW OFFICES
SHEPPARD & PHILLIPS
SUITE 1206 PUBLIC SERVICE BUILDING
PORTLAND, OREGON

CHESTER A. SHEPPARD
WENDELL K PHILLIPS

RECEIVED
NOV 2 - 1940
[illegible]
STATE HIGHWAY COMMISSION

November 1st, 1940

Mr. H. B. Glaisyer, Secretary
Oregon State Highway Department
Salem, Oregon

Dear Sir:

It has been quite some time since I have been an annoyance to you, but the time has now come when I apparently am in another mess.

We represent the United States Fidelity and Guaranty Company and Dail and Warren Brothers Construction Company on their Warm Springs job.

You will please find herewith enclosed affidavit in consideration of which I wish you would forward me a copy of the contract between the State of Oregon and Dail and Warren Brothers on this Warm Springs job, the date of the letting, which was in January or February, 1940, I believe, the date of acceptance, the amount of the retained percentage, and a list of labor and material claimants who have filed.

If you would give me this information with your usual promptness, it would be greatly appreciated.

Best personal regards.

Yours very truly,

SHEPPARD & PHILLIPS

By W. K. Phillips

WKP:rs
enc

ANSWERED
H. B. GLAISYER

STATE OF OREGON)
) ss.
County of Multnomah)

I, W. K. PHILLIPS, being first duly sworn depose and say: That I am a member of the firm of SHEPPARD & PHILLIPS, attorneys for the United States Fidelity and Guaranty Company and Dail and Warren Brothers, contractors; that we are interested in the payment of labor and material men under a certain contract made and entered into by and between the state of Oregon and Dail and Warren Brothers Construction Company on the Warm Springs project, and make this affidavit for the purpose of securing a certified copy of the said contract.

W. K. Phillips

Subscribed and sworn to before me this 1st day of November, 1940.

A. R. Schley
Notary Public for Oregon
My Commission expires March 1st, 1943.

October 31, 1940

United States Fidelity & Guaranty Co.
M. K. Sprott, Agent
Bedell Building
Portland, Oregon

Gentlemen:

Attached hereto is an amended notice of claim which has been filed with the Secretary of State by Walther-Williams Company against the bond taken from R. O. Dail and Warren Bros., Inc., in connection with state highway contract No. 2282, Warm Springs Agency-Vanora Section of the Warm Springs Highway, said claim being in the amount of $306.82.

Rice

This is being forwarded to you inasmuch as you appear surety on the bond furnished by R. O. Dail and Warren Bros., Inc., in connection with this job.

Very truly yours,

STATE HIGHWAY COMMISSION

By

Secretary

HBG:AM

cc - R. O. Dail & Warren Bros.,Inc.
8919 S. E. Foster Road
Portland, Oregon

H. L. Rice
9 N. E. 31st Ave.
Portland, Oregon

NOTED
D. G. DeSart

RECEIVED
OCT 26 1940
FOR FILING

116-1009

October 23, 1940

Hon. Earl Snell
Secretary of State
CAPITOL

Dear Sir:

This acknowledges receipt of your letter of October 14 enclosing three copies of a notice of claim by Mainart Alt. in the amount of $176.69, against R. O. Dail and Warren Bros., for work as crusher plant operator in connection with State Highway Contract No. 2282,- Warm Springs Agency-Vanora Section of the Warm Springs Secondary Highway, in Jefferson County.

We have made note of this claim in our records of this job and will today forward to the contracting firm and its surety copies of this notice of claim.

Very truly yours,

STATE HIGHWAY COMMISSION
By

Secretary

MBL

NOTED
D. G. DeSart

October 24, 1940

UNITED STATES FIDELITY & GUARANTY COMPANY
M. K. Sprott, Local Agent
Bedell Building
Portland, Oregon

Gentlemen:

We have today received through the office of the Secretary of State three copies of a notice of claim by Mainard Alt, in the sum of $176.69, against R. O. Dail & Warren Bros., Inc., for work as crusher plant operator in connection with State Highway Contract No. 2282,- Warm Springs Agency-Vanora Section of the Warm Springs Secondary Highway, in Jefferson County.

Inasmuch as you are surety for the contracting firm on this job we enclose herewith, for your information and attention, a copy of this notice of claim.

Very truly yours,

STATE HIGHWAY COMMISSION
By

Secretary

MBL

cc - R. O. Dail & Warren Bros., Inc.
8919 S. E. Foster Road
Portland, Oregon

EARL SNELL
SECRETARY OF STATE
SALEM, OREGON

[illegible] 11, 19[illegible]

State Highway Commission
State Office Building
Salem, Oregon

Gentlemen: Attention H. B. Glaisyer, Secretary

Enclosed [illegible] of claim by [illegible] furnished in the sum of $176.69 against [illegible] from United States Fidelity & Guaranty Company for work in connection with the Warm Springs Agency-[illegible] Section [illegible] Highway in Jefferson County, Oregon.

Kindly acknowledge receipt of the copies for our files.

Very truly yours,

Earl Snell
Secretary of State

S:FL

Enc.

COPY

Brightwood Oregon

Oct. 11, 1940

NOTICE hereby is given that the undersigned Mainard Alt has a claim for labor as crusher plant operator, mechanic and welder, in the sum of $176.69 Dollars against the bond taken from United States Fidelity & Guaranty Com. of Bedell Bd., Portland, Oregon, for the work of crushing rock for surfacing the Warm Springs Agency - Vanora Section of the Warm Springs Highway in Jefferson County, Oregon.

Here to be signed - Mainard Alt.

Endorsed -
File No. 2938
Filed - October 14, 1940
EARL SNELL, Secretary of State

RECEIVED
OCT 22 1940
FOR FILING

116-1-37

October 22, 1940

UNITED STATES FIDELITY & GUARANTY COMPANY
1112 Bedell Building
Portland, Oregon

Attention R. C. Weiss, Supt. Surety Dept.

Gentlemen:

We note in the second paragraph of your letter of October 21 in acknowledgement of our letter of October 9, that you are apparently misinformed as to unpaid bills for labor and materials, etc., on Contract No. 2282 with R. O. Dail & Warren Bros., Inc.

There are outstanding bills of which we have previously informed you, totalling approximately $1,450.00, incurred by Mr. H. L. Rice, subcontractor on this project.

It appears that the warrant, in the amount of $3,872.45, covering semi-final payment, will not be ready for release until the last of this week; so we wish to correct your understanding with regard to unpaid claims at this time.

The retained percentage to be released as final payment is approximately $1,145.00, which amount is subject to correction if any errors are found in checking the final calculations.

Very truly yours,

STATE HIGHWAY COMMISSION
By

Secretary

DOD:MEL

UNITED STATES FIDELITY AND GUARANTY COMPANY
PORTLAND OFFICE
1112 BEDELL BUILDING, PORTLAND, OREGON
TELEPHONE: ATWATER 8511

MORRISON K. SPROTT
Manager

JOSEPH A. BOYCE
Superintendent of Claims

October 21, 1940

Mr. H. B. Glaisyer, Secretary
Oregon State Highway Commission
Salem, Oregon

Dear Mr. Glaisyer:

We have your letter of October 9, wherein you advised it is the intention of the State Highway Commission to make semi-final payment to R. O. Dail & Warren Bros., Inc., on Contract No. 2282 , Warm Springs Agency-Vanora Section of the Warm Springs Secondary Highway, in Jefferson County.

Inasmuch as this work has progressed to your entire satisfaction, and you have been advised of no unpaid bills for labor, materials, etc., we see no reason why this semi-final payment should not be made and ask that you please accept this letter as our authority for you to do so.

Very truly yours,

Supt. Surety Dept.

RCW/k

RECEIVED
OCT 21 1940
FOR FILING

11- 1

October 19, 1940

UNITED STATES FIDELITY & GUARANTY COMPANY
M. K. SPROTT, Local Agent
Bedell Building
Portland, Oregon

Gentlemen:

We have received from Brown & Van Vactor, Attorneys, The Dalles, notice of the following claims against H. L. Rice, subcontractor under R. O. Dail & Warren Bros., Inc., on State Highway Contract No. 2282 - surfacing and oiling of the Warm Springs Agency-Vanora Section of the Warm Springs Secondary Highway, in Jefferson County:

Jake Davis, for work as rock crusher foreman - $ 77.10
L. H. Baker, " " " " " feeder - 74.40

Inasmuch as you are surety for the contracting firm on this job, we are notifying you of these claims, that you may give them due attention.

Very truly yours,

STATE HIGHWAY COMMISSION
By

Secretary

MHL

cc - R. O. Dail & Warren Bros.
8919 S. E. Foster
Portland

H. L. Rice
9 N. E. 31st Avenue
Portland, Oregon

NOTED
D. G. DeSart

TO THE STATE HIGHWAY COMMISSION

OF THE

STATE OF OREGON

In the matter of a contract and surety bond for the construction of 5.1 miles surfacing and oiling on the Warm Springs secondary highway in Jefferson County, Warm Springs Agency-Vanora section. Contract #2282.	)	CLAIM FOR LABOR PERFORMED UNDER CONTRACT NO. 2282.

I, JAKE DAVIS, being first duly sworn, say that I was employed as rock crusher foreman by Harry L. Rice, sub-contractor under the contract of R. O. Dail & Warren Bros. Inc., who were awarded contract No. 2282 by the State Highway Commission of the State of Oregon for the construction of 5.1 miles of surfacing and oiling on the Warm Springs secondary highway in Jefferson County, Oregon, being the section known as the Warm Springs Agency-Vanora, at the rate of 75¢ per hour, and as such rock crusher foreman I worked on said construction work from and including April 12, 1940, to and including August 1, 1940, and that for such services there is due and owing from the said Harry L. Rice the sum of $77.10. That I have hereto attached and marked "Exhibit A" and made a part of this claim for wages due under said contract an itemized statement of the number of hours worked and the amount of money due and owing me for said labor. That the said wage for employment is the reasonable and agreed wage between myself and the said Harry L. Rice and that he is justly indebted to me under said contract in the sum of $77.10 as shown by the said attached statement.

That neither this claimant nor any other person to my knowledge or belief has received any manner of satisfaction or security whatsoever of said wage claim and that no payments have been made thereon and that there are no counterclaims or off-sets to the same to my knowledge and that the whole sum as set forth in said attached statement is now due, owing and unpaid.

The claimant further states on information and belief that the said job covered by said contract No. 2282 has not yet been accepted by the State of Oregon, nor has final settlement been made thereon.

Jake Davis
Claimant

1205 B Street, The Dalles, Oregon.

Subscribed and sworn to before me this 11th day of October, 1940.

Notary Public for Oregon
My commission expires Sept. 18, 1942.

EXHIBIT A

April	12, 1940	7	hrs. @	75¢	per hr	$ 5.25
"	13, 1940	4	"	"	" "	3.00
"	15, 1940	6¼	"	"	" "	4.69
"	16, 1940	8½	"	"	" "	6.37½
"	17, 1940	6¼	"	"	" "	4.69
"	18, 1940	8	"	"	" "	6.00
"	19, 1940	8½	"	"	" "	6.37
"	20, 1940	8	"	"	" "	6.00
"	22, 1940	8	"	"	" "	6.00
"	23, 1940	8	"	"	" "	6.00
"	24, 1940	8	"	"	" "	6.00
"	25, 1940	8	"	"	" "	6.00
"	26, 1940	8	"	"	" "	6.00
"	27, 1940	8	"	"	" "	6.00
"	28, 1940	8	"	"	" "	6.00
"	29, 1940	8	"	"	" "	6.00
"	30, 1940	7	"	"	" "	5.25
May	1, 1940	8	"	"	" "	6.00
"	2, 1940	8	"	"	" "	6.00
"	3, 1940	8	"	"	" "	6.00
"	4, 1940	8	"	"	" "	6.00
"	6, 1940	8	"	"	" "	6.00
"	7, 1940	8	"	"	" "	6.00
"	8, 1940	7½-4	"	"	" "	8.62½
"	12, 1940	4	"	"	" "	3.00
"	13, 1940	2 - 8	"	"	" "	7.50
"	14, 1940	8	"	"	" "	6.00
"	15, 1940	4 - 8	"	"	" "	9.00
"	16, 1940	8	"	"	" "	6.00
"	17, 1940	6 - 8	"	"	" "	10.50
"	18, 1940	2 - 8	"	"	" "	7.50
"	20, 1940	8	"	"	" "	6.00
"	21, 1940	8	"	"	" "	6.00
"	22, 1940	3½- 8	"	"	" "	8.62½
"	23, 1940	13½	"	"	" "	8.62½
"	24, 1940	8	"	"	" "	6.00
"	25, 1940	8	"	"	" "	6.00
"	26, 1940	8	"	"	" "	6.00
"	28, 1940	6 - 8	"	"	" "	10.50
"	29, 1940	8	"	"	" "	6.00
"	30, 1940	8	"	"	" "	6.00
"	31, 1940	4	"	"	" "	3.00
June	1, 1940	7	"	"	" "	5.25
"	2, 1940	7	"	"	" "	5.25
"	3, 1940	8	"	"	" "	6.00
"	5, 1940	9	"	"	" "	6.75
"	6, 1940	8	"	"	" "	6.00
"	7, 1940	8	"	"	" "	6.00
"	8, 1940	3½ -5	"	"	" "	6.37½
"	9, 1940	8	"	"	" "	6.00
"	10, 1940	3½	"	"	" "	2.62½
"	12, 1940	8	"	"	" "	6.00
"	13, 1940	8	"	"	" "	6.00
"	14, 1940	8	"	"	" "	6.00
"	15, 1940	8	"	"	" "	6.00
"	17, 1940	8	"	"	" "	6.00
"	18, 1940	8	"	"	" "	6.00
"	19, 1940	8	"	"	" "	6.00
"	20, 1940	6	"	"	" "	4.50
"	21, 1940	5½	"	"	" "	4.12½
"	22, 1940	8	"	"	" "	6.00
"	24, 1940	8	"	"	" "	6.00
"	25, 1940	8	"	"	" "	6.00

June	26, 1940	8	hrs.	@ 75¢	$ 6.00
"	27, 1940	8	"	"	6.00
"	28, 1940	8	"	"	6.00
"	29, 1940	6½ -8"		"	10.87½
"	30, 1940	3½- 8"		"	8.62½
July	1, 1940	8	"	"	6.00
"	2, 1940	11	"	"	8.25
"	6, 1940	8	"	"	6.00
"	7, 1940	7	"	"	5.25
"	8, 1940	6½-8	"	"	10.87½
"	9, 1940	8	"	"	6.00
"	10, 1940	4 -8	"	"	9.00
"	11, 1940	8	"	"	6.00
"	12, 1940	8	"	"	6.00
"	13, 1940	8	"	"	6.00
"	14, 1940	10	"	"	7.50
"	15, 1940	8	"	"	6.00
"	17, 1940	6½-8	"	"	10.87½
"	18, 1940	8	"	"	6.00
"	19, 19401	8	"	"	6.00
"	20, 1940	8	"	"	6.00
"	21, 1940	13½	"	"	8.62½
"	22, 1940	8	"	"	6.00
"	23, 1940	8	"	"	6.00
"	24, 1940	4	"	"	3.00
"	25, 1940	8-2	"	"	7.50
"	26, 1940	8-2	"	"	7.50
"	27, 1940	9	"	"	6.75
"	28, 1940	7-6	"	"	9.75
"	30, 1940	3½	"	"	2.62½
Aug.	1, 1940	3	"	"	2.25
Bonus					9.00
Total.					$599.62

Sums paid by Harry L. Rice on account by check between April and September, 1940. $522.52

RECAPITULATION

Amount earned	$599.62
Amount paid	522.52
Total amount due	$ 77.10

In the Matter of a contract and surety bond for the constructio of 5.1 miles surfacing and oiling on the Warm Springs secondary highway in Jefferson County, Warm Springs Agency-Vanora section.

CLAIM FOR LABOR PERFORMED UNDER CONTRACT No. 2282.

Claim of

JAKE DAVIS

The Dalles, Oregon

BROWN & VAN VACTOR
ATTORNEYS AT LAW
THE DALLES, OREGON

TO THE STATE HIGHWAY COMMISSION
OF THE
STATE OF OREGON

In the matter of a contract and surety bond for the construction of 5.1 miles surfacing and oiling on the Warm Springs secondary highway in Jefferson County, Warm Springs Agency-Vanora section.	CLAIM FOR LABOR PERFORMED UNDER CONTRACT NO. 2282.

I, L. R. BAKER, being first duly sworn, say that I was employed as a rock crusher feeder by Harry L. Rice, sub-contractor under the contract of R. O. Dail & Warren Bros. Inc., who were awarded contract No. 2282 by the State Highway Commission of the State of Oregon for the construction of 5.1 miles of surfacing and oiling on the Warm Springs secondary highway in Jefferson County, Oregon, being the section known as the Warm Springs Agency-Vanora, at the rate of 60¢ per hour, and as such rock crusher feeder I worked on said construction work from and including the 24th day of July, 1940, to and including the 31st day of August, 1940, a total of 124 hours, and that for such services there is due and owing from the said Harry L. Rice the sum of $74.40. That I have hereto attached and marked "Exhibit A" and made a part of this claim for wages due under said contract an itemized statement of the number of hours worked and the amount of money due and owing me for said labor. That the said wage of employment is the reasonable and agreed wage between myself and the said Harry L. Rice and that he is justly indebted to me under said contract in the sum of $74.40 as shown by the said attached statement.

That neither this claimant nor any other person to my knowledge or belief has received any manner of satisfaction or security whatsoever of said wage claim and that no payments have been made thereon and that there are no counterclaims or off-sets to the same to my knowledge and that the whole sum as set forth in said attached statement is now due, owing and unpaid.

The claimant further states on information and belief that the said job covered by said contract No. 2282 has not yet been accepted by the State of Oregon nor has final settlement been made thereon.

Le Roy Baker
Claimant

The Dalles, Oregon

Subscribed and sworn to before me at The Dalles, Oregon, this 11th day of October, 1940.

Notary Public for Oregon
My commission expires Sept. 18, 1942.

Exhibit A

MADRAS-WARM SPRINGS JOB

July	24, 1940.....9	hrs. @ 60¢....$		5.40
"	25, 1940.....8	"	"	4.80
"	26, 1940.....8	"	"	4.80
"	27, 1940.....9	"	"	5.40
"	28, 1940.....7	"	"	4.20
"	29, 1940.....8	"	"	4.80
"	30, 1940.....3½	"	"	2.10
"	31, 1940.....8	"	"	4.80
Aug.	1, 1940.....3	"	"	1.80
"	2, 1940.....15	"	"	9.00
"	4, 1940.....8	"	"	4.80
"	27, 1940.....7½	"	"	4.50
"	28, 1940.....7½	"	"	4.50
"	29, 1940.....7½	"	"	4.50
"	30, 1940.....7½	"	"	4.50
"	31, 1940.....7½	"	"	4.50
	124		Total.....	$74.40

In the Matter of a contract and surety bond for the construction of 5.1 miles surfacing and oiling on the Warm Springs secondary highway in Jefferson County, Warm Springs Agency-Vanora section.

CLAIM FOR LABOR PERFORMED UNDER CONTRACT No. 2282.

Claim of

L. R. BAKER

The Dalles, Oregon.

BROWN & VAN VACTOR
ATTORNEYS AT LAW
THE DALLES, OREGON

NOTED
D. G. DeSart

RECEIVED
OCT 18 1940
FOR FILING

116-1029

October 17, 1940

LAYTON & BOYRIE
400 Pittock Block
Portland, Oregon

Attention N. Ray Alber

Gentlemen:

This will acknowledge redeipt of your letter of October 16 and advise that Contract No. 2282 with R.O.Dail & Warren Bros., Inc., for surfacing and oiling the Warm Springs Agency-Vanora Section of the Warm Springs Secondary Highway, on which H. L. Rice was subcontractor, was completed September 15 and accepted by the Highway Commission on October 11, 1940

Contract No. 2202 with H. L. Rice for grading, surfacing, and oiling the Strebin Road-Hosner Road Section of the Troutdale-Sandy Road County Road was completed June 1 and accepted by the Highway Commission June 14, 1940. Mr. Rice was the contractor on this job and we have no knowledge of any subcontractors.

Very truly yours,

STATE HIGHWAY COMMISSION
By

Secretary

DGD:MBL

NOTED
D. G. DeSart

LAW OFFICES
LAYTON & BOYRIE
400 PITTOCK BLOCK
PORTLAND, OREGON

WILLIAM B. LAYTON
EDWARD A. BOYRIE
N. RAY ALBER
LESTER L. AHLGRIM
WM. C. RALSTON

RECEIVED
OCT 17 1940
OREGON
STATE HIGHWAY COMMISSION

October 16, 1940

State Highway Department
Salem, Oregon

Re: H. L. Rice

Gentlemen:

Will you kindly advise me the date on which the Warm Springs Project was accepted. I have reference to the contract on which Dail & Warren Brothers were contractors and H. L. Rice was a subcontractor.

Will you also advise me the date on which the project known, I believe, as the Huesner Stebbins Road was accepted. The work was done by H. L. Rice. I do not kow whether he was a subcontractor or not. near Gresham.

Very truly yours

N Ray Alber.

N. Ray Alber
Attorney for Trustee in
Bankruptcy

NRA:FT

[illegible]

RECEIVED
OCT 15 1940
FOR FILING

[illegible]

PHONE: SUNSET 7692

BRANCH OFFICE:
8919 S. E. FOSTER ROAD
PORTLAND, OREGON

R. O. DAIL & WARREN BROS., INC.
GENERAL CONTRACTORS
HOME OFFICE
ABERDEEN, WASH.

October 12,1940

Oregon State Highway Dep't
Salem,Oregon. Att: H.B.Glaisyer

Gentlemen:

We have in the last few days received several copies of letters from you regarding labor claims on our Madras job #223[illegible].

Our representative and timekeeper on that job,Mr.Knute Lien,has been very seriously ill in the hospital and as soon as he is released from the hospital to verify and check these claims,we will pay them.This will probably be in about 10 days or 2 weeks.

Very truly yours
R.O.Dail & Warren Bros.,Inc.
By
Pres. R O Dail

REFERRED TO
[illegible]
BY SECRETARY

[illegible]

NOTED
D. G. DeSart

NOTED
[illegible] AIS[illegible]

RECEIVED
OCT 10 1940
FOR FILING

116-1097

October 9, 1940

U. S. FIDELITY & GUARANTY COMPANY
M. K. Sprott, Local Agent
Bedell Building
Portland, Oregon

Gentlemen:

You are advised that it is the intention of the State Highway Commission to make semi-final payment to R. O. Dail & Warren Bros., Inc. on Contract No. 2282, Warm Springs Agency-Vanora Section of the Warm Springs Secondary Highway, in Jefferson County. This payment will be made on or after October 19, 1940.

Kindly acknowledge receipt of this letter.

Very truly yours,

STATE HIGHWAY COMMISSION
By

Secretary

Amt. Semi-Final
3,872.45
Retained 1,141.26

DGD:MBL

NOTED
D. G. DeSart

RECEIVED
OCT 9 1940
FOR FILING

116-[illegible]

October 8, 1940

Hon. Earl Snell
Secretary of State
CAPITOL

Dear Sir:

This acknowledges receipt of your letter of October 7, enclosing three copies of a notice of claim by Norman Thomas in the sum of $218.28, against R. O. Dail & Warren Bros., Inc., for labor on the Warm Springs Agency-Vanora Section of the Warm Springs Highway, in Jefferson County, in connection with State Highway Contract No. 2282.

We have made note of this claim in our records of this job, and, in accordance with our usual practice, will see that copies of the notice thereof are today forwarded to the contractor and his surety, U. S. Fidelity & Guaranty Company.

Yours very truly,

STATE HIGHWAY COMMISSION
By

Secretary

MBL

NOTED
D. G. DeSart

October 8, 1940

UNITED STATES FIDELITY & GUARANTY COMPANY
c/o M. K. Sprott, Local Agent
Bedell Building
Portland, Oregon

Gentlemen:

We have today received through the office of the Secretary of State three copies of a notice of claim by Norman Thomas, in the sum of $218.28, against R. O. Dail & Warren Bros., Inc., for labor performed on the Warm Springs Agency-Vamora Section of the Warm Springs Highway, in Jefferson County, in connection with the performance of State Highway Contract No. 2282.

Inasmuch as you are surety for the contracting firm on this job, we are sending you a copy of this notice of claim, for your information and attention.

Very truly yours,

STATE HIGHWAY COMMISSION
By

Secretary

MEL

cc - R. O. Dail & Warren Bros., Inc.
8919 S. E. Foster
Portland, Oregon

EARL SNELL
SECRETARY OF STATE
SALEM, OREGON

October 7, [illegible]

Oregon State Highway Commission
Salem, Oregon

Gentlemen: Attention: Mr. [illegible]

There are enclosed for your information and files, three copies of a notice of claim by Norman Thomas for $[illegible] against the bond taken from [illegible] Bros. Inc., principals, and J. S. [illegible] Surety Company, surety, for work on the [illegible] Springs [illegible] Section of the [illegible] Highway, contract No. [illegible], which was received from [illegible], attorney, [illegible], and filed in this office today.

Please acknowledge receipt of the copies.

Very truly yours,

Earl Snell

Secretary of State

[illegible]
Encs.

COPY

Madras, Oregon.
October 5, 1940.

To the Honorable Earl Snell,
Secretary of State,
Salem, Oregon,

and

To United Fidelity & Guaranty Company,
c/o M. K. Sprott,
Bedell Building,
Portland, Oregon.

NOTICE is hereby given that the undersigned, Norman Thomas has a claim for labor as a truck driver for services performed between April 13th and July 20th, 1940 in the sum of $218.28 against the bond taken from the United States Fidelity & Guaranty Company and running to R. O. Dail and Warren Bros. Inc., on State Highway contract No. 2282 which contract was awarded for the surfacing and oiling of the Warm Springs Agency-Vanora Section of the Warm Springs Highway in Jefferson County and which contract was sub-contracted to Harry L. Rice.

This notice is being given in accordance with Chapter 517, Oregon Laws, 1939.

NORMAN THOMAS
Claimant.

BE IT REMEMBERED, That on this 5th day of October, A. D., 1940 before me, the undersigned, a Notary Public in and for said county and State, personally appeared the within named Norman Thomas who is known to me to be the identical individual described in and who executed the within instrument and acknowledged to me that he executed the same freely and voluntarily.

IN TESTIMONY WHEREOF, I have hereunto set my hand and official seal the day and year last above written.

(SEAL)

W. B. YATES
Notary Public for Oregon.
My commission expires May 21, 1943.

Endorsed: File No. 2934
Filed October 7, 1940
EARL SNELL
Secretary of State

RECEIVED
OCT 7 1940
FOR FILING

11 - 1929

October 7, 1940

SHELL OIL COMPANY
1220 S.W. Morrison Street
Portland, Oregon

Attention Frank J. Hurner, Division Credit Mgr.

Gentlemen:

Re: R. O. Dail & Warren Bros.
State Highway Contract No. 2282

Replying to your inquiry of October 4 with regard to the status of the above contract, we have to advise that the contract was completed September 15, 1940, but has not yet been accepted. It will probably come up for acceptance at the next Commission meeting, October 10.

Very truly yours,

STATE HIGHWAY COMMISSION
By

Secretary

DGD:MBL

NOTED
D. G. DeSart

SHELL OIL COMPANY
INCORPORATED
1220 S.W. MORRISON STREET
PORTLAND, OREGON

TELEPHONE ATWATER 7321

October 4, 1940

State of Oregon
Highway Department
Salem, Oregon

Attention: Mr. Glaisyer

Gentlemen:

Re: R. O. Dail & Warren Brothers
Contract No. 2282

In our letter of September 12 we requested a progress report on the above job. As the information has not been received, we thought possibly our letter had been overlooked.

Will you kindly advise the status of this contract and give us completion and acceptance dates if the work is finished?

Very truly yours,

SHELL OIL COMPANY,
Incorporated

FRANK J. HURNER
Division Credit Manager

RER:GC

Accepted
August [illegible]
[illegible]

116-1009

October 5, 1940

J. E. Haseltine & Co.
2nd Avenue & Ash St.
Portland, Oregon

Gentlemen:

Replying to your two letters of October 4, 1940, am pleased to give you the following information in regard to H. L. Rice's contract on the Strebin Road-Hosner Road, and R. O. Dail and Warren Brothers contract on the Warm Springs-Vanora project:

> Contract No. 2202 - Awarded to H. L. Rice on July 13, 1939, covering grading, surfacing and oiling on the Strebin Road-Hosner Road Section of the Troutdale-Sandy County Road. Completed June 1, 1940, accepted by State Highway Commission on June 14, 1940.
>
> Contract No. 2282 - Awarded to R. O. Dail & Warren Bros. on February 15, 1940, covering the surfacing and oiling of the Warm Springs Agency-Vanora Section of the Warm Springs Highway. Completed September 15, 1940. This project has not been accepted by the State Highway Commission but probably will be accepted at the meeting of the Commission next week, October 10 and 11, 1940.

Yours very truly,

Secretary

DD:MC

C
O
P
Y

Sporting Goods · Pipe, Valves and Fittings · Tires and Batteries

IRON STEEL PIPE

Phone AT. 7511

J·E·Haseltine & Co.

Distributors

Heavy Hardware
Welding Equipment

Mill and Shop Supplies
Automotive Hardware

2nd Ave. & Ash St. · Portland, Oregon

October 4, 1940

Oregon State Highway Comm.
Salem, Oregon

Gentlemen:

Will you please give us the date when the job was accepted on the Warm Springs-Vonora Section job done by R. O. Dail & Warren Brothers.

Yours very truly,

J. E. HASELTINE & CO.

KAK:LT

DeSart
prepare reply
[illegible]

---

surety on the bond involved.

Yours very truly,

DD:MC Secretary

cc - R. O. Dail & Warren Bros.,
6919 S. E. Foster Rd.
Portland, Oregon

H. L. Rice,
9 N. E. 31st Ave.,
Portland, Oregon

NOTED
D. G. DeSart

---

by the attached statement marked

RECEIVED
OCT 8 1940
FOR FILING

116-1009

October 4, 1940

United States Fidelity & Guaranty Co.,
H. K. Sprott,
Bedell Building
Portland, Oregon

Gentlemen:

In addition to the claims about which we have previously notified you, we are in receipt of the following additional claims against the bond furnished by R. O. Dail & Warren Bros. on the Warm Springs Agency-Vanora surfacing and oiling project in Jefferson County, State Highway Contract No. 2282:

Norman Thomas (Filed by Wesley Yates)	$218.28
Wayne Hull, labor	23.50
Chas. E. Miller, labor	7.44
O. L. Spurlock, labor	71.90

All of the above claims represent wages due for work performed for H. L. Rice who was a subcontractor on this job.

This information is given you as you appear as surety on the bond involved.

Yours very truly,

Secretary

DD:MC

cc - R. O. Dail & Warren Bros.,
8919 S. E. Foster Rd.
Portland, Oregon

H. L. Rice,
9 N. E. 31st Ave.,
Portland, Oregon

NOTED
D. G. DeSart

RECEIVED
OCT 8 1940
FOR FILING

116-1009

October 3, 1940

United States Fidelity &
Guaranty Co.,
E. K. Sprott, Agent
Bedell Building
Portland, Oregon

Gentlemen:

We are enclosing a copy of notice of claim which has been filed by Walther-Williams Company against the bond furnished by R. O. Dail & Warren Bros., in connection with State Highway Contract No. 2282 covering the surfacing and oiling of the Warm Springs Agency-Vamora Section of the Warm Springs Secondary Highway, in Jefferson County. This claim is in the amount of $444.70 and covers tires and tubes furnished H. L. Rice, a subcontractor on this job.

This information is given you as you appear as surety on the bond involved.

Yours very truly,

Secretary

MC
encl.

cc - R. O. Dail & Warren Bros.,
8919 S.E. Foster Road
Portland, Oregon

NOTED
D. G. DeSart

October 3, 1940

Hon. Earl Snell,
Secretary of State
Salem, Oregon

Dear Sir:

Receipt is acknowledged of your recent letter transmitting three copies of the notice of claim of Walther-Williams Company against the bond furnished by R. O. Dail & Warren Brothers in connection with State Highway Contract No. 2282, which was awarded to said contractor for the surfacing and oiling of the Warm Springs-Agency-Vanora Section of the Warm Springs Secondary Highway.

In accordance with our usual practice we are today notifying the bonding company and the contractor of this claim.

Yours very truly,

MC

Secretary

COPY

To the State of Oregon
Highway Commission
Salem, Oregon

NOTICE IS HEREBY GIVEN, That the undersigned, Walther-Williams Company, an Oregon corporation, claimant, has a claim for material, as shown by the attached statement marked "Exhibit A" and made a part and parcel of said notice, in the sum of $444.70 against the bond taken from R. O. Dail & Warren Brothers, Inc., as principal, and United States Fidelity and Guaranty Company, a corporation of Baltimore, Maryland, as surety upon such bond, for the construction work entered into by the said principal with the State Highway Commission of the State of Oregon under contract #2282 for 5.1 miles of surfacing and oiling on the Warm Springs secondary highway in Jefferson County, being the section known as the Warm Springs Agency-Vanora.

WALTHER-WILLIAMS COMPANY, a corporation,
claimant

By Harry E. Walther
Vice-president and general manager

* * * * * * * * * * * * * *

WALTHER-WILLIAMS COMPANY
The Dalles, Oregon

"Exhibit A"

Harry L. Rice
Rt #1, Box 123-A
Gresham, Oregon

1940

JUNE		Charges	Credits	Balance
20	2 975x20 GG Tires	100.00		100.00
JULY				
1	4 975x20 HS T & B Tires	250.00		
	1 40x8 HS Tire	72.00		422.00
18	2 550x18 6 ply lib tire	19.70		
	2 B18 Tubes	3.00		444.70

Endorsed: File No. 2930
Filed September 30, 1940
EARL SNELL, Secretary of State

EARL SNELL
SECRETARY OF STATE
SALEM, OREGON

RECEIVED

September [illegible], 19[illegible]

Oregon State Highway Commission
Salem, Oregon

Gentlemen: Attention Mr. H. B. Glaisyer

There are enclosed for your information and files, three copies of a notice of claim by [illegible]-Williams Company for $[illegible].73 against the bond taken from R. O. [illegible] & Warren Brothers, principals, and U. S. Fidelity & Guaranty Company, surety, for work on the [illegible] Springs secondary highway contract No. [illegible], which was received from Brown & Van Vactor, The Dalles, and filed in this office today.

Please acknowledge receipt of the copies.

Very truly yours,

Earl Snell
Secretary of State

[illegible]
[illegible]

RECEIVED
OCT 8 1940
FOR FILING

116-1009

October 3, 1940

Bureau of Labor,
301 State Library Building
Salem, Oregon

Attention: W. E. Kimsey,
Deputy Commissioner

Gentlemen:

This is to acknowledge receipt of your recent letter transmitting statement of wages due O. L. Spurlock for work performed on the Warm Springs Agency-Vanora oiling project in Jefferson County, State Highway Contract No. 2282. We note this claim is in the amount of $71.90.

We are notifying the bonding company of this claim and also the contractor, R. O. Dail & Warren Bros.

Yours very truly,

HBG:MC

Secretary

NOTED
D. G. DeSart

BRANCH OFFICE
MADISON BUILDING, 1130 S. W. 3RD AVENUE
PORTLAND, OREGON

W. E. KIMSEY
DEPUTY COMMISSIONER

W. A. CARTER, JR.
ATTORNEY

BRANCH OFFICE
KLAMATH FALLS, OREGON

O. D. MATTHEWS
DEPUTY COMMISSIONER

STATE OF OREGON
BUREAU OF LABOR
STATE WELFARE COMMISSION
C. H. GRAM
COMMISSIONER

301 STATE LIBRARY BUILDING
SALEM, OREGON

CHAS. A. LEE
CHIEF INSPECTOR
SALEM, OREGON

W. R. VOLHEYE
CHIEF ELECTRICAL ENGINEER
SALEM, OREGON

DOROTHY HITE
CHIEF CLERK
SALEM, OREGON

RECEIVED
SEP 30 1940
STATE HIGHWAY COMMISSION

1130 S. W. 3rd Avenue
Portland, Oregon
September 28, 1940

State Highway Commission
Salem, Oregon

ATTENTION: Mr. Webber

Gentlemen:

Supplementing our letter of yesterday, we enclose additional statement of wages due on the Dale and Warren contract for Claimant O. L. Spurlock.

Very truly yours,

BUREAU OF LABOR
C. H. GRAM, Commissioner

By W. E. Kimsey
Deputy

Encl
Copy to Salem office

RAY WEBBER

RECEIVED
SEP 30 1940
CONST

ADDRESS ALL COMMUNICATIONS TO THE BUREAU OF LABOR

September 28, 1940

SUPPLEMENTARY LIST OF WORK SHEETS:

O. L. SPURLOCK	1150 S.W.12th Ave.,Portland, Oregon	$71.90

[illegible] Madras [illegible]
Time card [illegible]

Two [illegible] checks
Sundry [illegible]
Aug. 31 [illegible] 35.00
Sept. 7 [illegible] (20.00)
July. [illegible] The 20 dollar
" 23 - 2 [illegible]
" 24 - 10 [illegible]
" 2[illegible] - [illegible]
" 25 - 4
" 27 - 2
" 28 - 17½
56½ [illegible] 36.[illegible]0
71.[illegible]0

This time was found [illegible] at 60¢ an hour but I was driving truck [illegible] (from) Madras [illegible] to Lightwood.

United States
Oregon
CLAIM
[illegible] ss.

[illegible] deposes, on the 25th day
Jefferson [illegible] in said

[illegible] bankruptcy has been filed was at
[illegible] indebted to said deponent in the
f the claim filed by
r labor as a truck [illegible] dollars;
Highway. I note that [illegible] has any
this labor was [illegible] manner of
$7.44.
Madras
tor under R. O. Dall &
ontract No. 2282, which
acing and oiling of the
the Warm Springs Highway,
id not furnish the State
he original contractor,
such bond, which was Springs
& Guaranty Company, for
ith offices in the Bedell
therefore, that you file
company and also with the [illegible] inclusive,
h Chapter 327, Oregon Laws
is enclosed.
[illegible] for which deponent claims
[illegible] practice, we are notifying the bonding company of this claim and also the contractor.

Yours very truly,
Creditor

Subscribed and sworn to before me this 25 day of Sept. 1940
Secretary
encl.

NOTED
D. G. DeSart

State of Oregon
BUREAU OF LABOR
C. H. GRAM, Commissioner
Salem — Portland

My commission expires Aug 26, 1942

[illegible] as shown by the attached statement marked "Ex-

RECEIVED
OCT 8 1940
FOR FILING

116-1009

October 2, 1940

Mr. Chas. E. Miller
5720 S. E. 70th Ave.,
Portland, Oregon

Dear Sir:

Receipt is acknowledged of the claim filed by you recently covering wages due you for labor as a truck driver on the Warm Springs Secondary Highway. I note that H. L. Rice is the contractor for whom this labor was performed, and that the amount due you is $7.44.

Mr. Rice was a subcontractor under R. O. Dail & Warren Bros., Inc., on State Highway Contract No. 2282, which was awarded to the latter for the surfacing and oiling of the Warm Springs Agency-Vanora Section of the Warm Springs Highway, in Jefferson County. While Mr. Rice did not furnish the State a bond in connection with this work, the original contractor, R. O. Dail & Warren Bros., did furnish such bond, which was written by the United States Fidelity & Guaranty Company, for whom M. K. Sprott is the local agent with offices in the Bedell Building, Portland. I would suggest, therefore, that you file notice of your claim with the bonding company and also with the Secretary of State, in conformance with Chapter 517, Oregon Laws of 1939, a mimeographed copy of which is enclosed.

In accordance with our usual practice, we are notifying the bonding company of this claim and also the contractor.

Yours very truly,

Secretary

MS
encl.

NOTED
D. G. DeSart

In the District Court of the United States

FOR THE DISTRICT OF Oregon

PREFERRED LABOR CLAIM

In the matter of
Harry L Rice
, bankrupt

In Bankruptcy
Proof of Claim No.

At Portland Ore, in said district of Oregon, on the 25th day of Sept, 1940, in the county of Jefferson, in said district of Oregon, came Chas C Miller and made oath and says that Harry L Rice the person by (or against) whom a petition for adjudication of bankruptcy has been filed was at and before the filing of the petition, and still is, justly and truly indebted to said deponent in the sum of $7.44 dollars; that there are no set-offs or counterclaims to the same and that deponent has not, nor has any person by his order, or to his knowledge or belief, for his own use, had or received any manner of security for said debt whatsoever.

That the consideration of said debt is as follows: Work on Madras Warm Springs Job

Wages earned in the employ of said bankrupt at Madras Warm Springs as Truck Driver at the rate of 75¢ per hour from 21st day of April, 1940, to 24th day of July, 1940, inclusive,

and within ninety days of the date of the filing of the petition herein and for which deponent claims the right to priority of payment under Section 64-B(4) of the Bankruptcy Act.

Chas C Miller
CREDITOR
5720 S E 70th ave
(Address)

Subscribed and sworn to before me this 25 day of Sept, 1940

Marie Kincaid
NOTARY PUBLIC OF OREGON

My commission expires Aug 28, 1942

State of Oregon
BUREAU OF LABOR
C. H. GRAM, Commissioner
Salem—Portland

STATE PRINTING DEPT.

In the District Court of the United States for the District of

....

IN THE MATTER OF

BANKRUPT.

No.

PROOF OF CLAIM

PREFERRED LABOR CLAIM OF

....

Address ....

STATE OF OREGON
BUREAU OF LABOR
C. H. GRAM, Commissioner
Salem—Portland

RECEIVED
OCT 8 1940
FOR FILING

116-1009

October 2, 1940

Mr. Norman Thomas,
c/o Wesley B. Yates,
Attorney at Law
Madras, Oregon

Dear Sir:

Receipt is acknowledged of your notice of claim against H. L. Rice for labor performed in connection with the state highway construction on the Warm Springs Highway, which claim is in the amount of $218.28 and represents your services as a truck driver between April 13 and July 20, 1940.

Mr. Rice was a subcontractor under R. O. Dail & Warren Bros., Inc., on State Highway Contract No. 2282, which was awarded to the latter for the surfacing and oiling of the Warm Springs Agency-Vanora Section of the Warm Springs Highway, in Jefferson County. While Mr. Rice did not furnish the State a bond in connection with this work, the original contractor, R. O. Dail & Warren Bros., did furnish such bond, which was written by the United States Fidelity & Guaranty Company, for whom M. K. Sprott is the local agent with offices in the Bedell Building, Portland. I would suggest, therefore, that you file notice of your claim with the bonding company and also with the Secretary of State, in conformance with Chapter 517, Oregon Laws of 1939, a mimeographed copy of which is enclosed.

In accordance with our usual practice, we are notifying the bonding company of this claim and also the contractor.

Yours very truly,

Secretary

MC
encl.

NOTED
D. G. DeSart

In the District Court of the United States

FOR THE DISTRICT OF OREGON

RECEIVED
SEP 27 1940
STATE [illegible] COMMISSION

PREFERRED LABOR CLAIM

In the matter of

H. T. Rice, bankrupt

In Bankruptcy
Proof of Claim No.

At Madras, in said district of Oregon, on the 26th day of September, 1940, in the county of Jefferson, in said district of Oregon, came Norman Thomas and made oath and says that Harry T. Rice the person by (or against) whom a petition for adjudication of bankruptcy has been filed was at and before the filing of the petition, and still is, justly and truly indebted to said deponent in the sum of Two Hundred Eighteen and 20/100 dollars - - - - dollars; that there are no set-offs or counterclaims to the same and that deponent has not, nor has any person by his order, or to his knowledge or belief, for his own use, had or received any manner of security for said debt whatsoever.

That the consideration of said debt is as follows: Driving truck for the above mentioned on [illegible] on the Warm Springs Highway between the 13th day of April, and the 30th day of July, 1940

Wages earned in the employ of said bankrupt at Warm Springs Highway as Truck Driver at the rate of 75¢ per hour from 13th day of April, 1940, to 30th day of July, 1940 inclusive, and within ninety days of the date of the filing of the petition herein and for which deponent claims the right to priority of payment under Section 64-B(4) of the Bankruptcy Act.

Norman Thomas
CREDITOR

Madras Ore
(Address)

Subscribed and sworn to before me this 26th day of September, 1940.

W. L. Yates
NOTARY PUBLIC OF OREGON

My commission expires May 21, 1943

State of Oregon
BUREAU OF LABOR
C. H. GRAM, Commissioner
Salem—Portland

STATE PRINTING DEPT.

WESLEY B. YATES
ATTORNEY AND COUNSELLOR AT LAW
~~PAN AMERICAN BANK BUILDING~~
~~PORTLAND, OREGON~~
Madras, Oregon.

State Highway Commission,
Salem, Oregon

OREG. 1940

2, 1940

pt of your claim in the amount
for labor performed as a truck
September 5, 1940.

not state on what particular
ed but we assume it was in con-
oiling contract on the Warm
is State Highway Contract No.
Dail and Warren Bros., Inc.,
ling of the Warm Springs Agency-
rings Highway, in Jefferson Coun-
ctor on this job and, while he
bond in connection with this
, R. O. Dail & Warren Bros., did
was written by the United States
for whom W. K. Sprott is the local
ll Building, Portland. I would
file notice of your claim with the
the Secretary of State, in conform-
Laws of 1939, a mimeographed copy

with our usual practice, we are
of this claim and also the con-

rs very truly,

Secretary

NOTED
D. G. DeSart

encl.

as shown by the attached statement marked

RECEIVED
OCT 8 1940
FOR FILING

116-1009

October 2, 1940

Mr. Wayne Hull,
Madras, Oregon

Dear Sir:

We are in receipt of your claim in the amount of $23.50 against H. L. Rice, for labor performed as a truck driver between August 20 and September 5, 1940.

This claim does not state on what particular project said claim was incurred but we assume it was in connection with the surfacing and oiling contract on the Warm Springs Highway. If so, this is State Highway Contract No. 2282 and was awarded to R. O. Dail and Warren Bros., Inc., to cover the surfacing and oiling of the Warm Springs Agency-Vanora Section of the Warm Springs Highway, in Jefferson County. Mr. Rice was a subcontractor on this job and, while he did not furnish the State any bond in connection with this work, the original contractor, R. O. Dail & Warren Bros., did furnish such bond. This bond was written by the United States Fidelity and Guaranty Company for whom M. K. Sprott is the local agent with offices in the Bedell Building, Portland. I would suggest, therefore, that you file notice of your claim with the bonding company and also with the Secretary of State, in conformance with Chapter 517, Oregon Laws of 1939, a mimeographed copy of which is enclosed.

In accordance with our usual practice, we are notifying the bonding company of this claim and also the contractor.

Yours very truly,

Secretary

MC
encl.

NOTED
D. G. DeSart

In the District Court of the United States

FOR THE DISTRICT OF Oregon

PREFERRED LABOR CLAIM

In the matter of

H. L. Rice

, bankrupt

In Bankruptcy
Proof of Claim No.

At Madras, Oregon, in said district of Oregon, on the 27th day of September, 1940, in the county of Jefferson, in said district of Oregon, came Wayne Hall and made oath and says that H. L. Rice the person by (or against) whom a petition for adjudication of bankruptcy has been filed was at and before the filing of the petition, and still is, justly and truly indebted to said deponent in the sum of Twenty three ——— 50/100 dollars; that there are no set-offs or counterclaims to the same and that deponent has not, nor has any person by his order, or to his knowledge or belief, for his own use, had or received any manner of security for said debt whatsoever.

That the consideration of said debt is as follows:

Wages earned in the employ of said bankrupt at Brightwood, Oregon as Truck Driver at the rate of 75¢ per hour from 20th day of August, 1940, to 5th day of Sept., 1940, inclusive, Said dates are to best of knowledge & belief and within ninety days of the date of the filing of the petition herein and for which deponent claims the right to priority of payment under Section 64-B(4) of the Bankruptcy Act.

Wayne Hull
CREDITOR

Madras Oregon
(Address)

Subscribed and sworn to before me this 27th day of September, 1940

Lewis H. Irving
NOTARY PUBLIC OF OREGON

My commission expires 10/14/40

State of Oregon
BUREAU OF LABOR
C. H. GRAM, Commissioner
Salem—Portland

STATE PRINTING DEPT.

RECEIVED
OCT 8 1940
FOR FILING

[illegible]

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
September 30, 1940

Subject:

To: Mr. C. B. McCullough,
Office.

Dear Sir:

Attached is a notice of claim filed by Walther-Williams Company against Harry L. Rice, a subcontractor under R. O. Dail & Warren Brothers, Inc. under contract No. 2282.

Yours very truly,

J M Devers
J. M. DEVERS

JMD:PW

Enc.

REFERRED TO
Mr Glaisyer
By Asst. Chief Engineer

TO THE STATE HIGHWAY COMMISSION

OF THE

STATE OF OREGON

In the matter of a contract and surety bond for the construction of 5.1 miles surfacing and oiling on the Warm Springs secondary highway in Jefferson County, Warm-Springs Agency-Vanora section. Contract #2282.	CLAIM FOR MATERIAL UNDER CONTRACT No. 2282.

I, HARRY E. WALTHER, being first duly sworn, say that I am vice-president and acting general manager of the firm of Walther-Williams Company, Inc., claimant. That I am familiar with the books and accounts of said claimant and its general business and particularly the sale of material furnished to Harry L. Rice, subcontractor of contractor R. O. Dail & Warren Brothers, Inc., who were awarded contract #2282 by the Highway Commission of the State of Oregon for the construction of 5.1 miles of surfacing and oiling on the Warm Springs secondary highway in Jefferson County, being the section known as the Warm Springs Agency-Vanora.

That the said claimant, Walther-Williams Company, did, at the request of the said Harry L. Rice for the prosecution and completion of the work of his sub-contract upon said section of road, supply the said Harry L. Rice the following materials for the prosecution of such work:

June 20, 1940..	2	975x20 GG tires............	$100.00	
July 1, 1940..	4	975x20 HS T & B tires.....	250.00	
	1	40x8 HS tire................	72.00	
July 18, 1940..	2	550x18 6 ply lib tires....	19.70	
	2	B18 tubes..................	3.00	$444.70

That the agreed and reasonable price is hereinabove itemized and that the said Harry L. Rice is justly indebted to the said claimant

TO THE STATE HIGHWAY COMMISSION

OF THE

STATE OF OREGON

In the matter of a contract and surety bond for the construction of 5.1 miles surfacing and oiling on the Warm Springs secondary highway in Jefferson County, Warm-Springs Agency-Vanora section. Contract #2282.	CLAIM FOR MATERIAL UNDER CONTRACT No. 2282.

I, HARRY E. WALTHER, being first duly sworn, say that I am vice-president and acting general manager of the firm of Walther-Williams Company, Inc., claimant. That I am familiar with the books and accounts of said claimant and its general business and particularly the sale of material furnished to Harry L. Rice, sub-contractor of contractor R. O. Dail & Warren Brothers, Inc., who were awarded contract #2282 by the Highway Commission of the State of Oregon for the construction of 5.1 miles of surfacing and oiling on the Warm Springs secondary highway in Jefferson County, being the section known as the Warm Springs Agency-Vanora.

That the said claimant, Walther-Williams Company, did, at the request of the said Harry L. Rice for the prosecution and completion of the work of his sub-contract upon said section of road, supply the said Harry L. Rice the following materials for the prosecution of such work:

June 20, 1940..	2	975x20 GG tires...........	$100.00	
July 1, 1940..	4	975x20 HS T & B tires.....	250.00	
	1	40x8 HS tire..............	72.00	
July 18, 1940..	2	550x18 6 ply lib tires....	19.70	
	2	B18 tubes.................	3.00	$444.70

That the agreed and reasonable price is hereinabove itemized and that the said Harry L. Rice is justly indebted to the said claimant in the sum of $444.70 as shown by the attached statement marked "Exhibit A" and by reference herein made a part of this claim. That neither this claimant nor any other person to my knowledge or belief has received any manner of satisfaction or security whatsoever for said claim. That no payments have been made thereon and that there are no counterclaims or offsets to the same to my knowledge. That the whole sum as set forth in the attached statement is now due, owing and unpaid.

The claimant on information and belief further states that the job covered by said contract has not yet been accepted by the State of Oregon nor has final settlement been made.

WALTHER-WILLIAMS COMPANY, a corporation,
Claimant

By Larry E. Walther
Vice-president and general manager

Subscribed and sworn to before me at The Dalles, Oregon, this 27th day of September, 1940.

Sam Van Vactor
Notary Public for Oregon
My commission Expires Sept. 18, 1942.

WALTHER-WILLIAMS COMPANY

DODGE BROTHERS MOTOR VEHICLES
SUPER-SERVICE STATION - HARDWARE - IMPLEMENTS
THE DALLES, OREGON

"Exhibit A"

Harry L. Rice
Rt #1 Box 123-A
Gresham, Oregon

TERMS—NET TENTH OF FOLLOWING MONTH. EIGHT PER CENT INTEREST CHARGED AFTER 60 DAYS

1940 DATE		DESCRIPTION	CHARGES	CREDITS	BALANCE
JUNE		BALANCE BROUGHT FORWARD			
20	2	975x20 GG Tires	100.00		100.00
JULY					
1	4	975x20 HS T & B Tires	250.00		
	1	40x8 HS Tire	72.00		422.00
18	2	550x18 6 ply lib Tire	19.70		
	2	B18 Tubes	3.00		444.70

Please examine this invoice upon its receipt. If no objection is made within a reasonable time we shall assume that it is correct

Member Retail Merchants Credit Association

PAY LAST AMOUNT IN THIS COLUMN

has for-
you from
Bros., Inc.,
and oiling
Springs High-

racted by
Bros., Inc.,
claims.
Guaranty
ses in the
lic notice
he Secretary
317, Oregon

lay notify-
ractor of

ION

NOTED
D. G. DeSart

RECEIVED
OCT 8 1940
FOR FILING

116-[illegible]

September 30, 1940

Mr. E. L. Johnson
Box 123A, Route 1
Gresham, Oregon

Dear Sir:

Mr. C. H. Gram, Commissioner, Bureau of Labor, has forwarded to this office an itemized statement of wages due you from H. L. Rice, subcontractor under R. O. Dail and Warren Bros., Inc., on state highway contract No. 2282, covering surfacing and oiling on the Warm Springs Agency-Vanora Section of the Warm Springs Highway, in Jefferson County.

The work in which Mr. Rice was engaged was contracted by the State Highway Commission to R. O. Dail and Warren Bros., Inc., who furnished a bond to the state for the protection of claims. This bond was written by the United States Fidelity and Guaranty Company for whom M. K. Sprott is local agent with offices in the Bedell Building, Portland. I would suggest that you file notice of your claim with the bonding company and also with the Secretary of State in accordance with the provisions of Chapter 517, Oregon Laws 1939, a mimeographed copy of which is inclosed.

In accordance with our usual practice we are today notifying the bonding company and the contractor and subcontractor of this claim.

Very truly yours,

STATE HIGHWAY COMMISSION

By

Secretary

AM

NOTED
D. G. DeSart

September 30, 1940

United States Fidelity & Guaranty Co.
M. K. Sprott, Agent
Bedell Building
Portland, Oregon

Gentlemen:

This is to advise you that we have received a statement of claim for wages due E. L. Johnson against H. L. Rice, subcontractor under R. O. Dail & Warren Bros., Inc., on state highway contract No. 2282, covering surfacing and oiling on the Warm Springs-Agency-Vanora Section of the Warm Springs Highway, in Jefferson County.

Inasmuch as you are surety for R. O. Dail & Warren Bros., Inc., on this job, we are giving you notice of this claim for your information and attention.

Very truly yours,

STATE HIGHWAY COMMISSION

By

AM [illegible] Secretary

cc - R. O. Dail & Warren Bros., Inc.
8919 S. E. Foster Road
Portland, Oregon

H. L. Rice
9 N. E. 31st Avenue
Portland, Oregon

September 30, 1940

Mr. F. V. Bowman
15440 S. E. Francis
Portland, Oregon

Dear Sir:

Mr. C. H. Gram, Commissioner, Bureau of Labor, has forwarded to this office an itimized statement of wages due you from H. L. Rice, subcontractor under R. O. Dail & Warren Bros., Inc., on state highway contract No. 2282, covering surfacing and oiling on the Warm Springs Agency-Vanora Section of the Warm Springs Highway, in Jefferson County.

The work in which Mr. Rice was engaged was contracted by the State Highway Commission to R. O. Dail and Warren Bros., Inc., who furnished a bond to the state for the protection of claims. This bond was written by the United States Fidelity & Guaranty Company for whom M. K. Sprott is local agent with offices in the Bedell Building, Portland. I would suggest that you file notice of your claim with the bonding company and also with the Secretary of State in accordance with the provisions of Chapter 517, Oregon Laws 1939, a mimeographed copy of which is inclosed.

In accordance with our usual practice we are today notifying the bonding company and the contractor and subcontractor of this claim.

Very truly yours,

STATE HIGHWAY COMMISSION

By

Secretary

AM

September 30, 1940

United States Fidelity & Guaranty Co.
M. K. Sprott, Agent
Bedell Building
Portland, Oregon

Gentlemen:

This is to advise you that we have received a statement of claim for wages due F. V. Bowman against H. L. Rice, subcontractor under R. O. Dail & Warren Bros., Inc., on state highway contract No. 2282 covering surfacing and oiling on the Warm Springs Agency-Vanora Section of the Warm Springs Highway, in Jefferson County.

Inasmuch as you are surety for R. O. Dail & Warren Brothers, Inc., on this job, we are giving you notice of this claim for your information and attention.

Very truly yours,

STATE HIGHWAY COMMISSION

By

AM Secretary

cc - R. O. Dail & Warren Bros., Inc.
8919 S. E. Foster Road
Portland, Oregon

H. L. Rice
9 N. E. 31st Avenue
Portland, Oregon

September 30, 1940

Mr. Mainard Alt
Brightwood, Oregon

Dear Sir:

Mr. C. H. Gram. Commissioner, Bureau of Labor, has forwarded to this office an itimized statement of wages due you from H. R. Rice, subcontractor under R. O. Dail & Warren Bros., Inc., on state highway contract No. 2282, covering surfacing and oiling on the Warm Springs-Agency-Vanora Section of the Warm Springs Highway, in Jefferson County.

The work on which Mr. Rice was engaged was contracted by the State Highway Commission to R. O. Dail and Warren Bros., Inc., who furnished a bond to the state for the protection of claims. This bond was written by the United States Fidelity & Guaranty Company for whom M. K. Sprott is local agent with offices in the Bedell Building, Portland. I would suggest that you file notice of your claim with the bonding company and also with the Secretary of State in accordance with the provisions of Chapter 517. Oregon Laws 1939, a mimeographed copy of which is inclosed.

In accordance with our usual practice we are today notifying the bonding company and the contractor and subcontractor of this claim.

Very truly yours,

STATE HIGHWAY COMMISSION

By

AM

Secretary

September 30, 1940

United States Fidelity & Guaranty Co.
M. K. Sprott, Agent
Bedell Building
Portland, Oregon

Gentlemen:

This is to advise you that we have received a statement of claim for wages due Mainard Alt against H. L. Rice, subcontractor under R. O. Dail and Warren Bros., Inc., on state highway contract No. 2882, covering surfacing and oiling on the Warm Springs Agency-Vanora Section of the Warm Springs Highway, in Jefferson County.

Inasmuch as you are surety for R. O. Dail and Warren Bros., Inc., on this job, we are giving you this notice of claim for your information and attention.

Very truly yours,

STATE HIGHWAY COMMISSION

By

AH Secretary

cc - R. O. Dail & Warren Bros., Inc.
8919 S. E. Foster Road
Portland, Oregon

H. L. Rice
3 N. E. 31st Ave.
Portland, Oregon

BRANCH OFFICE
ON BUILDING, 1130 S. W. 3RD AVENUE
PORTLAND, OREGON
W. E. KIMSEY
DEPUTY COMMISSIONER
W. A. CARTER, JR.
ATTORNEY
BRANCH OFFICE
KLAMATH FALLS, OREGON
O. D. MATTHEWS
DEPUTY COMMISSIONER

STATE OF OREGON
BUREAU OF LABOR
STATE WELFARE COMMISSION
C. H. GRAM
COMMISSIONER

301 STATE LIBRARY BUILDING
SALEM, OREGON

CHAS. A. LEE
CHIEF INSPECTOR
SALEM, OREGON
W. R. VOLHEYE
CHIEF ELECTRICAL ENGINEER
SALEM, OREGON
DOROTHY HITE
CHIEF CLERK
SALEM, OREGON

1130 S. W. 3rd Avenue
Portland, Oregon
September 27, 1940

State Highway Commission
Salem, Oregon

ATTENTION: Mr. Webber

Gentlemen:

The enclosed itemized statements of wages due employes on the Dale and Warren contract comprise the total filed to date with this office. They are being forwarded to you in compliance with your request.

Yours very truly,

BUREAU OF LABOR
C. H. GRAM, Commissioner

By W. E. Kimsey
Deputy

K/k
Encl
Copy to Salem office

P. S. Claims on the Hall job are being forwarded to the E. C. Hall Company, Eugene.

NOTED
RAY WEBBER

September 27, 1940

WORK SHEETS ENCLOSED HEREWITH:

E. L. Johnson	Box 123A, R. 1, Gresham, Oregon	$109.10
F. V. Bowman	15440 S.E.Francis, Portland	226.95
Mainard Alt	Brightwood, Oregon	176.69

	Date	Hrs.	Rate	Amt Due	Warm Spring Job
May	1	8	60¢		
" "	2	5			
" "	3	8			
" "	4	8			
" "	6	8			
" "	7	8			
" "	8	8			
" "	9	6			
" "	13	8			
" "	14	8			
" "	15	8			
" "	16	8			
" "	17	6			
" "	18	8			
" "	20	8			
" "	21	8			
" "	22	8			
" "	23	8			
" "	24	8			
" "	25	7			
" "	26	9			
" "	27	7			
" "	28	2			
" "	29	2			
" "	30	2			
" "	31	8			
June	1st	6 1/2			
		198 1/2		$119.10	

$119.10
90.00
$209.10 Paid
100.00
$109.10 Bal. Due

E. L. Johnson

April 9th 1940 Departed from Gresham Ore.
At 7.45 am. Arrived at Warm Spring Job
Started to work April 11th April 10th ✓

Month	Date	hrs	Rate	Amt
April	9.	4	60¢	Due.
''	11.	8		
''	12	8		
''	13	6		
''	14	8		
''	15	6 1/2		
''	16	8		
''	17	6 1/2		
''	18	8		
''	19	8		
''	20	8		
''	21	8		
''	22	8		
''	23	8		
''	24	8		
''	25	8		
''	26	8		
''	27	8		
''	29	8		
''	30	7.		
		150		$90.00

Harry L. Rice Sub Contractor

Warren Dale
General Contractor

E. L. Johnson
Box 123 A R. 1
Gresham

WENT TO MADRES ON DALE JOB
1940

APR			
11	9	75	
12	8	75	
13	8	75	
			$18,75
14	8	75	
15	8	75	
16	8	75	
18	8	75	
19	8	75	
20	8	75	
			$36,00
21	8	75	
22	8	75	
23	8	75	
24	8	75	
25	8	75	
26	8	75	
27	8	75	
			$42,00
28	8	75	
29	8	75	
31	8	75	
MAY			
1	8	75	
2	8	75	
3	8	75	
4	8	75	
			$42,00
6	8	75	
7	8	75	
8	7	75	
9	6	75	
10	6	75	
11	6	75	
			3075

MAY			
12	5	75	
13	8	75	
14	8	75	
15	8	75	
16	8	75	
17	6	75	
18	8	75	
			$3825
20	7	60	
21	6	60	
			$7,80
31	8	60	
JUNE			
1	7	60	
			$9,00
6	4	60	
			$2,40

DALE UP TO HERE

L. V. [illegible]
15440 S.E. [illegible]
Portland Oregon

Dale & Warren

277. HOURS 75 cts = $207 75/100
32 " 60 = 19 20/100

$226.95/100 Due

WENT TO MARRES ON DALE JOB

1940

APR			
11	9	75	
12	8	75	
13	8	75	
			$18.75
14	8	75	
15	8	75	
16	8	75	
18	8	75	
19	8	75	
20	8	75	
			$36.00
21	8	75	
22	8	75	
23	8	75	
24	8	75	
25	8	75	
26	8	75	
27	8	75	
			$42.00
28	8	75	
29	8	75	
31	8	75	
MAY			
1	8	75	
2	8	75	
3	8	75	
4	8	75	
			$42.00
6	8	75	
7	8	75	
8	7	75	
9	6	75	
10	6	75	
11	6	75	
			3075

MAY			
12	5	75	
13	8	75	
14	8	75	
15	8	75	
16	8	75	
17	6	75	
18	8	75	
			$3825
20	7	60	
21	6	60	
			$7.80
31	8	60	
JUNE			
1	7	60	
			$9.00
6	4	60	
			$2.40

DALE UP TO HERE

L. D. [illegible]
15440 S.E. [illegible]
Portland [illegible]

Dale & Warren

277. HOURS 75 cts = 207 $\frac{75}{100}$
32 " 60 = 19 $\frac{20}{100}$

$226 $\frac{95}{100}$ Due

Sub. Contractor, H. L. Rice. Construction. Co.
General Contractor, R. O. Dail & Warren Con. Co.
Employed at Warm Springs, Oregon.

July	Hours	Hours AT .75¢	OverTime AT $1.13 hr.
Mon. 1	13	8	5
Tues. 2	8½	8	½
Wed. 3	5½	5½	
Thur. 4			
Fri. 5			
Sat. 6	9	8	1
Sun. 7	9½		9½
Mon. 8	8½	8	½
Tues. 9	8	8	
Wed. 10	12	8	4
Thur. 11	8	8	
Fri. 12	12	8	4
Sat. 13	11	8	3
Sun. 14	10½		10½
Mon. 15	8	8	
Tues. 16	10	8	2
Wed. 17	12	8	4
Thur. 18	8½	8	½
Fri. 19	8½	8	½
Sat. 20	8	8	
Sun. 21	8		8
Mon. 22	18½	8	10½
Tues. 23	8	8	
Wed. 24	10	8	2
		149½ hrs	65½ hrs
		$112.13	74.02

149½ hrs
.75¢ hrs
.38
7.45
$10.43
$112.13

$1.13 hr on Time and half
65½ hrs OverTime
$.57
5.65
6.78
$74.02

$112.13
$74.02
$186.15
9.46 Less
$176.69

Less
$2.09 - State Com. & S.S.
$7.37 - pd. on This month.
$9.46

$176.69 Due

A Check paid To me on This month wages
For $35.00 Returned To me marked, N.S.F.
Check made out Sept. 6-1940
Check # 3680
Check is Figured in with amount Due

[illegible] Pvt.
[illegible]

Form E-1--5M--3-39

EGON STATE HIGHWAY COMMISSN

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY FINAL REPORT

For Week Ending Sept 28, 19340

Section Warm Springs Agency- Vanora

Highway Warm Springs

Contractor R.O.Dail and Warren Bros.

Date of contract Feb. 15, 19340

Date work started April 11, 19340

Amount of contract $36,196.00

Kind of work Surfacing

Section prefix 116-1009

Contract number 2282

Date of completion July 31, 19340

Estimated date of completion Sept 15, 19340

Per cent of time elapsed 127 %

Estimated cost of completed project, exclusive of engineering $38,236.51

Per cent of contract completed, based on total contract price 100 %

Engineering cost to date, $ 2,748.52, 7.59 %

Date project was completed Sept. 15, 1940

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

Work was first started April 11 th. setting up the crusher and crushing was started May 6 th. oiling aggregate and maintenance rock being gotten out first. The work went very slowly due to breakdowns at the crusher. Started laying 4½:2 inch rock June 3 and finished July 21 st.

Began oiling July 28 and finished first seal Aug. 3. The contractor left to work elsewhere and did not get back to apply final seal until Sept. 3 and finished Sept. 4. The final shoulder work, ditches, trimming up, etc., was completed Sept. 15th.

The street inspector, Howard Cox, went to Prineville surfacing job shortly after the completion of the ~~second~~ 1st seal, and the inspectors worked on the Shaniko and Forest Bndry.jobs.

NOTED
RAY WEBBER

NOTED
[illegible] HACKETT

Signed D. S. Hodge

Address Madras

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week; retain triplicate copy for your own file

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project		5.1			
Miles partially completed					
Miles completed		5.1			
Total estimated quantities		25,894			
Estimated quantities moved or placed to date		25,894			
Average daily quantities		400	all grades crushing		
Average daily quantities necessary to complete project on time					
Number shifts per day					
Hours per shift					
Average force on project for week					

Percentages of men employed on contract to be secured from:

.... County, ...%; .... County, ...%; .... County, ...%; .... County, ...%

	NUMBER USED AND SECURED FROM					CONTRACTOR'S KEY MEN, ETC.	TOTAL
	COUNTY	COUNTY	COUNTY	COUNTY	OTHER SOURCES		
Men							
Men and teams							
Men and trucks under 3 tons							
Men and trucks over 3 tons							
Men and tractors							

Equipment used during week: Shovels ...., Power graders ...., Rollers ...., Mixers ...., Crushing or screening plants ....,

Compressors ...., Bulldozers ...., Sheet-foot rollers ...., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday	Fair		
Monday	Fair		
Tuesday	Cloudy		
Wednesday	Fair		
Thursday	Pt. Cloudy		
Friday	Rain		
Saturday	Cloudy		

STATE PRINTING DEPT

RECEIVED
SEP 26 1940
FOR FILING

116-1119

September 25, 1940

R. O. DAIL & WARREN BROS.
8919 S. E. Foster
Portland, Oregon

Gentlemen:

We wish to advise you that at the meeting of the State Highway Commission held on August 22, 1940, the following action was taken on your request for extension of time:

> "R. O. Dail & Warren Bros., Inc., Contract No. 2282, for surfacing and oiling and also furnishing crushed rock in stock piles on the Warm Springs Agency-Vanora Section of the Warm Springs Secondary Highway, in Jefferson County, requested an extension of time of 30 days, from July 31 to August 30, 1940, within which to complete this project. They attributed their failure to complete the project within the specified time limit to breakdown of equipment and to shortage of rock in the quarry. The Engineer advised that he knows of no good reason why the contract should not have been completed within the specified time limit, and accordingly recommended the granting of the extension of time requested subject to the condition that the contractor reimburse the state for engineering and supervision expense incurred by the state subsequent to the specified date of completion. The Commission approved the recommendation."

Very truly yours,

STATE HIGHWAY COMMISSION
By

Secretary

NOTED
D. G. DeSart

[illegible]

cc - W. E. Chandler

RECEIVED
SEP 27 1940
FOR FILING

September 25, 1940

U. S. Fidelity & Guaranty Co.,
M. K. Sprott, Agent,
Bedell Building
Portland, Oregon

Gentlemen:

We are advised by A. L. Bean, who has the Richfield Service at Madras, Oregon, that he has a claim in the amount of $43.15 against Norman Thomas who was employed by H. L. Rice on the Warm Springs Agency-Vanora project in Jefferson County. This claim represents the balance due Mr. Bean for supplies, labor, et cetera furnished Mr. Thomas.

In checking our records we find that H. L. Rice was a subcontractor under R. O. Dail & Warren Bros., who were awarded the contract for this project, being State Highway Contract No. 2282.

This information is given you inasmuch as you appear as surety on the bond furnished in connection with this contract.

Yours very truly,

HBG:HC

Secretary

cc - R. O. Dail & Warren Bros.,
- H. L. Rice

NOTED
D. G. DeSart

[illegible]
SEP [illegible] 1940
RECEIVED

September 25, 1940

Mr. A. L. Bean,
Richfield Service
Madras, Oregon

Dear Sir:

Reference is made to your letter of September 19 in regard to your claim against Norman Thomas, being the balance due you for supplies, labor, et cetera, in the amount of $43.15.

According to our records Mr. Thomas was employed by H. L. Rice who was a subcontractor under R. O. Dail and Warren Bros., Inc., in connection with State Highway Contract No. 2282 covering the surfacing and oiling of the Warm Springs Agency-Vamora Section of the Warm Springs Highway, in Jefferson County.

In connection with this job the original contractor, R. O. Dail and Warren Bros., furnished a surety bond for the protection of claims. This bond was written by the United States Fidelity & Guaranty Company for whom M. K. Sprott is the local manager with offices in the Bedell Building, Portland. It is my belief that this bond could be held responsible and liable for the payment of Mr. Thomas' claim. In view thereof, I would suggest that you make demand on the contractor, R. O. Dail and Warren Bros., Inc., and also the bonding company. For your further protection, I would suggest that you file notice of your claim with the Secretary of State in accordance with the provisions of Chapter 517, Oregon Laws, 1939, a mimeographed copy of which is enclosed.

In conformance with our usual practice, I am today bringing this claim to the attention of the contractor and the bonding company.

I trust that you will receive settlement in the near future.

Yours very truly,

NOTED

HBG:MC

Secretary

Richfield Service,
Madras,Oregon.
Sep't.19,1940.

Ore. State Hwy. Comm.
Salem, Oregon.

Gentleman:

One Norman Thomas,who owed me a bill in the amount of $ 83.15 for various goods,materials,labor and ect. here at the service station. He finally gave me an order on H.L.Rice, the contractor on this last Warm Springs paving job,whom he was employed by.

Due to Mr. Thomas's inabilty to collect his wages this was nessacery. Mr.Rice,on July 27 th. gave me a check for $40.00 with the promise of the balance on or about the 5th. of August. Nothing came of this so I finally wrote him a couple of letters at Brightwood,Oregon. where he was working then. I failed to recieve an answer let alone any of the balance of $43.15 that is due me.

I have learned just recently that Mr.Rice is no longer listed among the active Contractors and was wondering if you couldn't help and advise me in the matter of the collection of the balance of this order.

For verification of this claim I refer you to,

Mr.W.S.Hodge, Res.Eng. for this job here at Madras,Ore.
Mr.H.S.Cox, St. Inspector under Mr. Hodge.
and Mr.Norman Thomas, Madras,Oregon.

Thanking you.

H.L. Rice Con 2282

Yours very truly,

A. L. Bean

A.L.Bean
Richfield Service.

ANSWERED
H. B. GLAISYER

NOTED
D. G. DeSart

116-1049

March 14, 1940

R. O. DAIL & WARREN BROS., INC.
8919 S. E. Foster Road
Portland, Oregon

Gentlemen:

We are sending you today by express a copy of each of the following contracts which were awarded to you on February 15 by the State Highway Commission:

Contract No. 2277 - Miles Bridge-Baker and Baker-Salisbury Sections of the Medical Springs Secondary and Baker-Unity Highways

Contract No. 2282 - Warm Springs Agency-Vanora Section of the Warm Springs Secondary Highway

These copies are fully executed and are for your records and files. We are also sending a copy of each to the surety on your bonds.

Very truly yours,

STATE HIGHWAY COMMISSION
By

Secretary

MBL

R3-1009

March 14, 1940

U. S. FIDELITY & GUARANTY COMPANY
    M. K. Sprott, Local Agent
Bedell Building
Portland, Oregon

Gentlemen:

We are sending you today by express a fully executed copy of each of the following contracts which were awarded to clients of yours by the State Highway Commission on February 15:

Contract No. 2277 - Miles Bridge-Baker and Baker-Salisbury Sections of the Medical Springs Secondary and Baker-Unity Highways, in Baker County. Awarded to R.O.Dail & Warren Bros.,Inc.

Contract No. 2280 - Mussel Creek-Myers Creek Section of the Oregon Coast Highway, in Curry County. Awarded to A. S. Wallace.

Contract No. 2282 - Warm Springs Agency-Vanora Section of the Warm Springs Secondary Highway, in Jefferson County. Awarded to R.O.Dail & Warren Bros., Inc.

Inasmuch as you are surety for the contractors on these jobs, these copies of the contracts are being sent you for your records and files.

Very truly yours,

STATE HIGHWAY COMMISSION
By

Secretary

WPL

C
O
P
Y

February 27, 1940

R. O. Dail and Warren Brothers
8919 S. E. Foster Road
Portland, Oregon

Gentlemen:

We are returning to you by express the four copies of each of two contracts which were awarded to you on February 15, one for the Miles Bridge and Baker-Salisbury Section, in Baker County, and the other for the Warm Springs Agency-Vanora Section, in Jackson County.

You are advised that before either of these contracts will be acceptable, it will be necessary for you to affix your corporate seal on both the agreement and bond pages of each copy of these contracts. When this has been done, please return all copies to this office.

Very truly yours,

STATE HIGHWAY COMMISSION
By:

Secretary

JM/MBL

UNITED STATES FIDELITY AND GUARANTY COMPANY

C
O
P
Y

Portland, Oregon

Feburary 26, 1940

Oregon State Highway Commission
Salem, Oregon

Gentlemen:

We are forwarding you today by express the following contracts in quadruplicate, which have been completed on behalf of R. O. Dail and Warren Brothers, Inc:

Contract No. 2277 - 4.8 miles surfacing and 22.91 miles oiling, on the Medical Springs Secondary and Baker-Unity Highway, in Baker County, Miles Bridge-Baker and Baker-Salisbury Section.

Contract No. 2282 - 5.1 miles surfacing and oiling on the Warm Springs Secondary Highway, in Jefferson County, Warm Springs Agency-Vanora Section.

Very truly yours,

Raymond C. Weiss
Supt. Surety Dept.

LK

cc: R. O. Dail & Warren Brothers, Inc.
8919 S. E. Foster Road
Portland, Oregon

14-1009
#2282

February 20, 1940

R. O. DAIL & WARREN BROS., INC.
8919 S. E. Foster Road
Portland, Oregon

Gentlemen:

We are sending you today by express four copies of Contract No. 2282 which was awarded to you by the State Highway Commission on February 15, covering the surfacing and oiling of the Warm Springs Agency-Vanora Section of the Warm Springs Secondary Highway, in Jefferson County.

Kindly execute all four copies of this contract as to agreement and bond and return them to this office for approval by the State Highway Commission. When this has been done a fully executed copy will be returned to you for your records and files. We will also send an executed copy to the surety on your bond.

Your special attention is called to the paragraph under Section 5 (page 14) of the printed General Provisions, relating to the Workmen's Compensation Act. You will be expected to accept the terms of this Act and to carry on your work under this contract in strict conformance thereto.

Your attention is also called to the mimeographed page immediately following page No. 28 of the mimeographed Special Provisions, relating to payment by the contractor of amounts due hospital associations, et cetera.

Very truly yours,

STATE HIGHWAY COMMISSION
By

Secretary

MBL

116-1009
#[illegible]

February 16, 1940

R. O. Dail & Warren Bros., Inc.
8919 S. E. Foster Road
Portland, Oregon

Gentlemen:

The State Highway Commission on February 15, 1940, awarded you the contract for 5.1 miles surfacing and oiling, also furnishing of 1,500 cu. yds. crushed rock in stock piles, on the Warm Springs Agency-Vanora Section of the Warm Springs Secondary Highway, in Jefferson County. This award was based on your low bid of $36,196 submitted on that date.

Contract forms will be sent to you for execution within the next few days.

Very truly yours,

AM

Secretary

cc - Mr. S. H. Probert
Mr. G. S. Paxson

CONTRACT # [redacted] 2283

19-1110 Silver Lake-Chalk Cliff Section
Fremont Highway

2283 1940

RECEIVED
SEP 25 1940
FOR FILING

19-1110

September 16, 1940

COST ANALYSIS-FINAL REPORT

Silver Lake-Chalk Cliff Section
Fremont Highway

Contract #2283
Warren Northwest, Inc., Contractors

Prefix 19-1110
J. T. Burch, Resident Engineer

Item	Cost	Quantity	Unit Cost	Unit Bid	Gross Revenue
Excavation, Single Class	$ 1,246.55	3,345.2 Cu. Yd.	0.37	0.35	$ 1,170.82
Pit-run Gravel	341.82	1,111 " "	0.31	0.30	333.30
Hauling Gravel, Truck Meas.	582.71	9,767 yd. mi.	0.06	0.08	781.36
Preparation of Base	687.16	40.26 miles	17.07	35.00	1,409.10
Placing Mineral Aggregate	4,280.85	7,877.5 cu. yd.	0.544	0.65	5,120.37
Hauling Mineral Aggregate	2,290.70	24,896 yd. mi.	0.092	0.10	2,489.60
Asphalt in Place	12,237.49	668.92 tons	18.30	19.00	12,709.48
Force Account	60.74				60.74
	$21,728.02				$24,074.77

Gross Revenue	$24,074.77
Total Cost	21,728.02
Net Profit	$ 2,346.75

Net Profit Equals 9.8% of Gross Revenue

NOTED
State Highway Engineer

Silver Lake-Chalk Cliff Section

Detail of Cost

Labor:		
Supervision	$ 520.00	
Labor	5,211.01	
State Industrial Accident Insurance	343.86	
Social Security & Unemployment Insurance	229.24	$ 6,304.11
Materials:		
Asphalt (F.O.B. Lakeview) 668.92 Tons at $11.95	$7,793.59	7,793.59
Equipment Rental, Supplies & Miscellaneous:		
Equipment Rental & Repairs	$2,165.00	
Truck Rental (Includes Gas)	3,134.88	
Gas, Oil & Grease	953.68	
Small Tools, Supplies & Misc.	144.57	
Overhead Expense	182.43	
Freight & Cartage	327.51	
Bond	240.75	
Home Office 2% of Gross Revenue	481.50	7,630.32
	Total Cost	$21,728.02

Silver Lake-Chalk Cliff Section

REMARKS:

This contract consisted of the regrading of 0.43 mile of highway roadbed; construction of 0.43 mile of pit-run gravel base and the application of 40.26 miles of oil mat surface treatment (Type 0-30 Modified)

The excavation was performed with a small shovel, a blade and trucks. The quantity was small and scratchy but was moved at a reasonable cost. The pit-run gravel quantity was also small, but was moved in an efficient manner.

The oil was transported from Lakeview, an average distance of 76 miles, at a cost of about $3.65 per ton, or an average of $0.048 per ton mile. The oiling was commenced on June 14 and continued till June 30th at which the time 40.26 miles of oiling had been completed. Two 7-hour shifts were worked and an average of about 3.5 miles of 0-30 was completed per day. Considerable delay was experienced during the course of this job and was principally due to breakdown of pump on distributor.

A good profit was made on this job and was due to good supervision.

E. H. Clymer
Cost Analyst

By . . . Henry Jullum

RECEIVED
AUG 12 1940
FOR FILING

19-1110

August 10, 1940

United States Fidelity & Guaranty Co.
M. K. Sprott, Agent
Bedell Building
Portland, Oregon

Gentlemen:

You are hereby notified that State Highway Contract No. 2283 for 40.26 miles oiling on the Silver Lake-Chalk Cliff Section of the Fremont Highway, in Lake County, has been completed by the contractor, Warren Northwest, Inc., and that final settlement will be made by the state with said contractor for work done under said contract on or after August 20, 1940.

The state is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the state assumes no responsibility for any such claims should there be any.

This notice is served upon you as you appear surety on the bond furnished by the above-mentioned contractor. Kindly acknowledge receipt of this letter.

For your information we wish to advise that the total amount paid the contractor in connection with this contract will be $24,074.77, including final payment. Of this amount $60.74 is being paid on force account work.

Very truly yours,

STATE HIGHWAY COMMISSION

By

Secretary

DD:AM

Form E-1—8M—9-39

OREGON STATE HIGHWAY COMMISSION
FIELD ENGINEER'S WEEKLY REPORT
FOR CONSTRUCTION PROJECTS ONLY

For Week Ending July 6th 1940, 19

Section Silver Lake - Chalk Cliff

Kind of work Oiling

Highway Fremont

Section prefix 19-1110

Contractor Warren Northwest Inc.

Contract number 2283

Date of contract February 15, 1940

Date of completion July 31st 1940, 19

Date work started May 31st, 1940

Estimated date of completion July 3rd. 1940, 19

Amount of contract $25,614.10

Per cent of time elapsed 82% %

Estimated cost of completed project, exclusive of engineering $25,614

Per cent of contract completed, based on total contract price 100% %

Engineering cost to date, $1450.00, 56 %

Date project was completed , 19

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

Oiling of project completed on June 30th

Three days work on Blading shoulders and maintenance.
About ten miles of patching required on the South end of
the Project before job is completed.

Party moved to Prineville on July 3rd. 1940

NOTED
RAY W

RECEIVED
JUL 8 - 1940

Signed

Address Prineville, Oregon

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file

	GRADING	SURFACING	Mineral Aggregate ~~[illegible]~~	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project	0.43	0.43		40.26	
Miles partially completed					
Miles completed	0.43	0.43		38.26	
Total estimated quantities	2500	1400	7600	780	
Estimated quantities moved or placed to date	3200	1100	7800	680	
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day					
Hours per shift					
Average force on project for week					

Percentages of men employed on contract to be secured from:

.... County, ...%; .... County, ...%; .... County, ...%; .... County, ...%

	NUMBER USED AND SECURED FROM					CONTRACTOR'S KEY MEN, ETC.	TOTAL
	COUNTY	COUNTY	COUNTY	COUNTY	OTHER SOURCES		
Men	Supervision	3					
Men and teams	Skilled Labor	2					
Men and trucks under 3 tons	Intermediate	26					
Men and trucks over 3 tons	Unskilled	15					
Men and tractors							

Equipment used during week: Shovels 2, Power graders 2, Rollers 2, Mixers ...., Crushing or screening plants ....,

Compressors ...., Bulldozers ...., Sheet-foot rollers Trucks- 6 Transport Trucks- 4 Distributer 1

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday	Clear		
Monday	"		
Tuesday	"		
Wednesday	"		
Thursday	"		
Friday	"		
Saturday	"		

STATE PRINTING DEPT.

19-1110

March 1, 1940

WARREN NORTHWEST, INC.
Box 5072
Portland, Oregon

Gentlemen:

We are sending you today by express a fully executed copy of Contract No. 2283 which was awarded to you on February 15, 1940, by the State Highway Commission, covering the oiling of the Silver Lake-Chalk Cliff Section of the Fremont Highway, in Lake County.

This copy is for your records and files. We are also sending an executed copy to the surety on your bond.

Very truly yours,

STATE HIGHWAY COMMISSION
By

Secretary

MBL

RECEIVED

19-1110

March 1, 1940

U. S. FIDELITY & GUARANTY COMPANY
W. K. Sprott, Local Agent
Bedell Building
Portland, Oregon

Gentlemen:

We are sending you today by express a fully executed copy of Contract No. 2283 which was awarded to Warren Northwest, Inc. by the State Highway Commission on February 15, 1940, covering the oiling of the Silver Lake-Chalk Cliff Section of the Fremont Highway, in Lake County.

Inasmuch as you are surety for Warren Northwest, Inc., on this job, this copy of the contract is being sent you for your records and files.

Very truly yours,

STATE HIGHWAY COMMISSION
By

Secretary

MBL

February 20, 1940

WARREN NORTHWEST, INC.
Box 5072
Portland, Oregon

Gentlemen:

We are sending you today by express four copies of Contract No. 2283 which was awarded to you by the State Highway Commission on February 15, covering the oiling of the Silver Lake-Chalk Cliff Section of the Fremont Highway in Lake County.

Kindly execute all four copies of this contract as to agreement and bond and return them to this office for approval by the State Highway Commission. When this has been done we will return to you a fully executed copy for your records and files. We will also send an executed copy to the surety on your bond.

Your special attention is called to the paragraph under Section 5 (page 14) of the printed General Provisions, relating to the Workmen's Compensation Act. You are expected to accept the terms of this Act and to carry on your work under this contract in strict conformance thereto.

Your attention is also called to the mimeographed page immediately following page No. 17 of the mimeographed Special Provisions, relating to payment by the contractor of amounts due hospital associations, et cetera.

Very truly yours,

STATE HIGHWAY COMMISSION
By

Secretary

NBL

19-1110

February 16, 1940

Warren Northwest, Inc.
Box 5072
Portland, Oregon

Gentlemen:

The State Highway Commission on February 15, 1940, awarded you the contract for 0.43 mile grading and surfacing and 40.26 miles oiling on the Silver Lake-Chalk Cliff Section of the Fremont Highway, in Lake County. This award was based on your low bid of $25,614.10 submitted on that date.

Contract forms will be sent to you for execution within the next few days.

Very truly yours,

Secretary

AM

cc - Mr. S. H. Probert
Mr. G. S. Paxson

CONTRACT# [redacted] 2284

FAS 65-A-1 Fir Cr.-Laurel Road Sec., 1940
Hillsboro-Beaverton Secon.
#2284 Hwy., Grading & Oiling

RECEIVED
DEC 3 1940
FOR FILING

R.H Baldock

NOTED
State Highway Engineer

November 16th, 1940

FINAL COST ANALYSIS

~~Fir Creek-Laurel~~ Road
Contract No. 2284

Grade, Surface & Oil

Hillsboro-Silverton Sec. Hwy.
Prefix 134-1027

M. L. O'Neil & Son, Contractor
A. B. Dean, Resident Engineer

Item	Cost	Quantity	Unit	Unit Cost	Unit Bid	Gross Revenue
Clearing & Grubbing	$751.30	All				$1,350.00
Trench Excavation	82.75	123.24	Cu. Yd.	0.83	1.00	123.24
Exc., Single Class	2,586.39	10,818.5	" "	0.24	0.26	2,812.81
Truck Haul	135.87	970.5	Yd. Mi.	0.14	0.20	194.10
Finishing Roadbed and Slopes	337.96	2.25	Mile	150.20	200.00	450.00
Rounding Cutbanks	420.00	7,000	Lin. Ft.	0.06	0.10	700.00
12" Concrete Pipe	357.37	525	" "	0.68	0.90	472.50
18" " "	37.72	27	" "	1.40	2.00	54.00
24" " "	102.98	42	" "	2.45	2.90	121.80
Salvage Culvert Pipe	28.18	42	" "	0.67	1.00	42.00
Deliver & Drive Piling	316.49	20	Each	15.82	25.00	500.00
Untreated Lumber	125.83	3.66	M-FBM	34.38	38.00	139.08
Trestle Superstructure	925.61	64	Lin. Ft.	14.46	16.00	1,024.00
Removal of Old Bridge	148.50	All				235.00
3"-1½" Mat'l in Base	12,355.32	7,777	Cu. Yd.	1.59	1.74	13,531.98
3/4"-0" " " "	6,207.19	3,906.5	" "	1.59	1.74	6,891.27
Sprinkling	623.74	633.4	M-Gal.	0.98	1.25	791.75
Preparation of Base	106.27	2.25	Miles	53.14	100.00	225.00
Min. Agg. in Place	3,093.13	1,026.5	Cu. Yd.	3.01	2.80	2,874.20
RC-3 in Seal Coat	472.83	24.46	Ton	19.49	16.50	403.59
Lt. Tar in Binder	815.75	45.60	"	17.89	18.00	820.80

Fir Creek-Laurel Road Cost Analysis - Continued.

Item	Cost	Quantity	Unit	Unit Cost	Unit Bid	Gross Revenue
Heavy Tar in Place	$1,000.43	53.13	Ton	18.83	18.00	$956.34
PA #1, Moving Fence	58.50	117	Rod	0.50	0.50	58.50
PA #1, Fence Posts	9.00	75	Each	0.12	0.12	9.00
PA #2, 8" Perf. Drain Tile	75.00	150	Lin. Ft.	0.50	0.50	75.00
PA #3, ¼"-0" Cr. Rock	70.00	56	Cu. Yd.	1.25	1.25	70.00
	$30,877.12					$34,925.96

Gross Revenue	$34,925.96
Total Cost	30,877.12
Net Profit	$4,048.84

Net Profit Equals 11.5% of Gross Revenue

Fir Creek-Laurel Road

Detail of Cost

Labor:

Supervision	$662.50	
Labor	3,298.24	
State Industrial Accident Insurance	301.02	
Social Security & Unemployment Insurance	158.43	
		$4,420.19

Materials:

12" Concrete Pipe	525	lin. ft. at $0.42	$220.50	
18" " "	27	" " " 1.00	27.00	
24" " "	42	" " " 1.90	79.80	
Bridge Materials			851.77	
3"-1½" Cr. Rock	7,777	cu. yd. at $1.38 at job	10,732.06	
3/4"-0" Cr. Rock	3,906.5	" " " 1.38 " "	5,390.97	
Min. Agg. for Oil Mat	1,026.5	" " " 1.51 in S.P.	1,552.09	
RC-3 Road Oil	24.46	Tons at $9.50	232.37	
" " " Frt.				
#1 Gasco Tar	53.13	Tons at $9.00	502.72	
#2 " "	45.60	" " 10.00	456.00	
Cedar Fence Posts	75	at 0.10	7.50	
8" Perf. Drain Tile	150	lin. ft. at 0.22	32.76	
¼"-0" Cr. Rock	56	cu. yd. at 1.25	70.00	
				20,155.54

Equipment Rental & Misc. Supplies:

Equipment Rental	$2,736.00	
Hired Trucks	685.28	
Gas, Oil and Grease	709.54	
Small Tools & Misc. Supplies	162.85	
Explosives	58.55	
Lease Price of Stockpile Site	40.00	
Placing Oil, Portland Roads & Driveways	892.00	
Move In	384.46	
Office & Overhead	593.11	
Public Liability Insurance	39.60	
		6,301.39
Total Cost		$30,877.12

Fir Creek-Laurel Road

REMARKS:

This contract, which required the grading, surfacing and oiling of 2.25 miles of secondary highway, was bid on February 15th, 1940. The contractor started work on February 20th and completed on August 6th.

Grading was begun on May 3rd and completed on May 27th. A D-8 cat and 12-yard scraper and a patrol grader handled the roadbed excavation, and a 3/8-yard shovel equipped with a dragline excavated the channel change. The surfacing rock was purchased from the Saxton-Looney plant which was situated at the Heaton quarry 4.5 miles from the south end of the job. The material cost $1.38 delivered on the road, and the street work and placing cost $0.21 per yard.

The oiling aggregate was secured from the same plant and was stockpiled on the job. The RC-3 road oil and the Gasco tar were shipped to Hillsboro 5.6 miles from the north end of the job.

A fair profit was made on the contract due to low overhead, good supervision and suitable equipment.

E. H. Clymer
Cost Analyst

By . . V. R. Jones

RECEIVED
OCT 21 1940
FOR FILING

FAS 65-A-1

October 19, 1940

H. L. O'Neil & Son
Tigard, Oregon

Attention: A. H. Saxton

Gentlemen:

I have just received your letter of October 18 in regard to your proposal bid on Item #20 - RC-3 Asphalt - submitted in connection with Contract No. 2284, Fir Creek-Laurel Road , grading, surfacing and oiling project, in Washington County.

Investigation of your proposal reveals that your bid price on this item is $16.50 and not $18.50 as stated in your letter. This is the written unit price as well as the figure so there can be no mistake.

Your bid on Items #21b and #22b, Light Tar and Heavy Tar, is $18.00.

From the above you will understand that the unit prices carried in the contract form are correct.

Very truly yours,

HBG:AH

Secretary

Tigard, Oregon
Oct. 18, 1940

Oregon State Highway Commission,
Attention, Mr. Glazier,
Salem, Oregon.

Dear sir;

The final voucher for contract no. 2284, Fir Creek-Laurel road section has come in for signature and note what we think to be an error.

The item concerned is item no. 20 for the RC-3 asphalt. Will you kindly check the contract price as written with the original proposal as to price? Our records show that we bid $18.50 per ton, and the contract shows $16.50 per ton.

With best regards,
M. L. O'Neill & son

by A.H. Saxton

ANSWERED
H. B. GLAISYER

RECEIVED
OCT 5 1940
FOR FILING

FAS 65-A-1

October 4, 1940

Great American Indemnity Co.
Harvey Wells-Reed Insurance Agency
Failing Building
Portland, Oregon

Gentlemen:

You are hereby notified that State Highway Contract No. 2284, for grading, surfacing and oiling of the Fir Creek-Laurel Road Section of the Hillsboro-Silverton Secondary Highway in Washington County, has been completed by the contractors, M. L. O'Neil & Son, and that final settlement will be made by the State with said contractors for work done under said contract on or after October 14, 1940.

The State is not advised of any unpaid claims for labor or material, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the State assumes no responsibility for any such claims should there be any.

This notice is served upon you as you appear as surety on the bond furnished by the above contractor. Kindly acknowledge receipt of this letter.

For your information we wish to advise that the total amount paid the contractor in connection with this contract will be $34,925.96, including final payment, and that no force account work was performed therein.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

By:

RS

Secretary

RECEIVED
SEP 13 1940
FOR FILING

FAS 65-A-1

September 12, 1940

Great American Indemnity Co.
Harvey Wells-Reed Insurance Agency
Failing Building
Portland, Oregon

Gentlemen:

You are advised that it is the intention of the State Highway Commission to make semi-final payment to N. L. O'Neil & Son on Contract No. 2284, Fir Creek-Laurel Road Section of the Hillsboro-Silverton Secondary Highway, in Washington County. This payment will be made on or after September 23, 1940.

Kindly acknowledge receipt of this letter.

Very truly yours,
STATE HIGHWAY COMMISSION
By

DD:AM
Secretary

FAS 65-A-1

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION

Stencil No. 8.

IN YOUR REPLY PLEASE
REFER TO FILE No.________

RECEIVED
OCT 9 1940
FOR FILING

POST OFFICE BUILDING
PORTLAND, OREGON

August 20, 1940

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

Final inspection of Oregon Federal Aid Secondary Project No. FAS 65-A (1), Fir Creek-Laurel Road Section of the Hillsboro-Beaverton Road, was made by a representative of this office on August 14, 1940. Prompt submission of the final voucher will be appreciated.

Very truly yours,

W. H. LYNCH
District Engineer

By T. M. Davis
T. M. Davis
Sr. Highway Engineer

Jon

Form 238—5M—10-37

OREGON STATE HIGHWAY COMMISSION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY

FAS 65-A-1

For Week Ending August 17th. 1940., 193

Section Fir Creek - Laurel Road

Kind of work Grading and Oil

Highway Hillsboro - Silverton Secondary

Section prefix 134-1027; FAS 65-A (1)

Contractor M. L. O'Neil and Son

Contract number 2284

Date of contract Feb 15th. 1940., 193

Date of completion Sept. 30th. 1940, 193

Date work started Feb 20th. 1940, 193

Estimated date of completion Aug. 6th. 1940, 193

Amount of contract $33,654.50

Per cent of time elapsed 81 %

Estimated cost of completed project, exclusive of engineering $33,600.00

Per cent of contract completed, based on total contract price 100 %

Engineering cost to date, $2075.00, %

Date project was completed August 6th. 1940, 193

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

The semi-final estimate and records to accompany same have been completed and delivered to the Division Office today.

Mr. Tom Davis has been over the job since completion and has approved it.

This is the final report on this job.

NOTED
RAY WEBBER

Signed A. B. Dean

Address 9200 McLoughlin Blvd. Port. Ore.

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file

STATE PRINTING DEPT.

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project	2.25	2.25		2.25	
Miles partially completed					
Miles completed	2.25	2.25		2.25	
Total estimated quantities	11,000 cy	11,300 cy		124 Tons	
Estimated quantities moved or placed to date	11,000 cy	11,300 cy		124 Tons.	
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day					
Hours per shift					
Average force on project for week					

Percentages of men employed on contract to be secured from:

.... County, ...%; .... County, ...%; .... County, ...%; .... County, ...%

	NUMBER USED AND SECURED FROM					CONTRACTOR'S KEY MEN, ETC.	TOTAL
	COUNTY	COUNTY	COUNTY	COUNTY	OTHER SOURCES		
Men							
Men and teams							
Men and trucks under 3 tons							
Men and trucks over 3 tons							
Men and tractors							

Equipment used during week: Shovels ...., Power graders ...., Rollers ...., Mixers ...., Crushing or screening plants ....,

Compressors ...., Bulldozers ...., Sheet-foot rollers ...., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday	Clear		
Monday	"		
Tuesday	"		
Wednesday	"		
Thursday	"		
Friday	"		
Saturday	"		

RECEIVED
AUG 13 1940

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION

RECEIVED

FAS 65-P-1

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

POST OFFICE BUILDING
PORTLAND, OREGON

IN YOUR REPLY PLEASE REFER TO FILE No.

Stencil No. 124
Oregon FAS 65-A (1)
Fir Creek-Laurel Road
Hillsboro-Beaverton
Secondary Highway

July 15, 1940

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

We are forwarding herewith, for your files, an executed copy of the ____________________ project agreement and certificate for the above numbered project.

Very truly yours,

W. H. LYNCH
District Engineer

By L J Caufield
L. J. Caufield
Sr. Highway Engineer

Encls.

WA+PR-6207

Form P. R. 2

State Oregon

Federal Aid Secondary

Project No. FAS 65-A(1)

PROJECT AGREEMENT

MEMORANDUM OF AGREEMENT made this 7th day of June, 1940 by and between the Oregon State Highway Commission, constituting for the purpose hereof, the Highway Department of the State of Oregon hereinafter called the Highway Department, and the Federal Works Administrator, hereinafter called the Administrator, under and pursuant to the provisions of the act of Congress approved July 11, 1916 (39 Stat., 355), entitled "An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes," and of the act approved November 9, 1921 (42 Stat., 212), entitled "An Act to amend the Act entitled 'An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes,' approved July 11, 1916, as amended and supplemented, and for other purposes," and acts amendatory thereof or supplementary thereto, particularly Section 7 of the Act approved June 16, 1936, 49 Stat, 1521 (Public No. 686, 74th Congress):

Whereas the Highway Department of said State submitted on the 17th day of January, 1940, a project statement, which was approved on the 29th day of January, 1940, for the proposed construction of a project consisting of the road hereinafter described; and

Whereas the Highway Department, in accordance with the rules and regulations promulgated for the administration of the Federal Highway Act, has furnished surveys, plans, specifications, and estimates for Section A(1) of said project which were recommended for approval by the District Engineer of the Public Roads Administration on the 31st day of January 1940; and

Whereas the Administrator has certified to the Secretary of the Treasury his approval of said surveys, plans, specifications, and estimates, and the sum of Twenty-one thousand, ten and 00/100 dollars ($21,010.00) as the share of the United States payable under said act on account of Section A(1) of said project, which does not exceed the authorized Federal pro rata share of the approved total estimated cost thereof:

Now, therefore, in consideration of the premises and of the several promises to be faithfully performed by each, as hereinafter set forth, the Highway Department and the Administrator do hereby mutually agree as follows:

FUNDS AT THE DISPOSAL OF THE HIGHWAY DEPARTMENT

ARTICLE I. Funds for the use of the Highway Department in the construction of said project have been made available in the following manner, to wit:

(a) By the State from Chap. 175, laws 1917; Chap. 31, laws 1920; Chap. 529, laws 1939. (Include date and citation of act of legislature by which authorized)

(b) From other sources

(State how placed under direct control of Highway Department)

ROAD EMBRACED IN PROJECT

ARTICLE II. This agreement covers the following highway as described in detail in said surveys, plans, and specifications:

Between survey station 1+16 in the SE 1/4 of the NW 1/4 of Sec. 31, T. 1 S., R. 2 W., W.M., and survey station 116+18.2 in the NE 1/4 of the NW 1/4 of Sec. 8, T. 2 S., R. 2 W., W.M., excepting therefrom that portion between survey stations 81+38 and 82+01.

, length 2.244 miles, in Washington County, being Section A(1) of Oregon Federal Aid Secondary project No. FAS 65, consisting of 2.244 miles of roadway and no bridges, ea[illegible]more than 20 feet clear span, -

of [illegible]

ATI

CHARACTER AND METHOD OF CONSTRUCTION

Article III. The Highway Department will construct or cause to be constructed to final completion said project, in strict compliance with said plans and specifications, which are made a part hereof, under its direct supervision, which shall include adequate inspection throughout the course of construction, subject at all times to inspection and approval by the Administrator or his agents, and in accordance with the laws of said State, the rules and regulations of the Administrator, and the following conditions:

(*a*) It is agreed that the construction work on the project shall be performed by contract, unless the performance thereof by force account shall be approved by the Administrator or his authorized representatives. Such construction work as may be performed by force account shall be paid for on the basis of the units of work performed at the unit prices set forth in the estimate as approved by the Administrator, except that where the total actual cost is ascertained to be less than the estimate so approved the total Federal payments shall not exceed the Federal pro rata share of such total actual cost.

UNITED STATES PRO RATA SHARE OF THE COST OF SAID PROJECT

ARTICLE IV. The United States pro rata share of the value of the labor and materials which shall be actually put into the construction of Section A(1) of said project shall not in any event exceed the sum of Twenty-one thousand, ten and 00/100 dollars ($21,010.00), certified to the Secretary of the Treasury as above mentioned, which does not exceed the authorized Federal pro rata share of Thirty-five thousand, ten and 25/100 dollars ($35,010.25), the approved total estimated cost of Section A(1) of said project.

PAYMENTS

ARTICLE V. As the construction of said project progresses, the Administrator shall from time to time draw warrants on the Secretary of the Treasury for the payment to the State Treasurer

(Official or depository)

hereby designated by the Highway Department for that purpose and authorized under the laws of said State to receive public funds of the State of Oregon

(Name)

of such sums as shall not, together with previous payments, exceed the United States pro rata share, as above specified, of the value, as determined by the Administrator after inspection and approval, of the labor and materials which have actually been put into said construction work in compliance with the requirements of Article III hereof.

The Administrator reserves the right to withhold such sum as he may deem necessary to insure completion of construction in compliance with said plans and specifications.

MAINTENANCE OF PROJECT

ARTICLE VI. The Highway Department will maintain said project in compliance with said acts of July 11, 1916, and November 9, 1921, out of funds which have been or will be made available therefor by said State in the manner herein set forth, to wit: Chap. [illegible], laws [illegible].

(Include reference to statute authorizing funds and probable amount annually available)

The Highway Department will use every means within its power to insure proper and permanent maintenance of said project, and to that end will provide for the constant making of needed repairs to preserve a smooth-surfaced highway.

Showing of authority of the Highway Department to execute agreements will be found in the agreement for project No. 112

In witness whereof the parties have hereunto affixed their signatures, the Highway Department on the day and year first above written and the Administrator on the ______ day of JUN 29 1940, 19__

OREGON STATE HIGHWAY COMMISSION
(Official title of Highway Department)

By Henry F. Cabell
Chairman, State Highway Commission
(Title of officer)

By
Member, State Highway Commission
(Title of officer)

By ______
Member, State Highway Commission
(Title of officer)

By ______
______
(Title of officer)

By ______
______
(Title of officer)

FEDERAL WORKS ADMINISTRATOR,

By
Acting Commissioner of Public Roads.

Form PR. 3—Revised

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION

CERTIFICATE OF APPROVAL OF PLANS, SPECIFICATIONS, AND ESTIMATES

(*Under "An Act to provide that the United States shall aid the States in the construction of rural roads, and for other purposes," approved July 11, 1916, and acts amendatory thereof and supplementary thereto.*)

To

THE SECRETARY OF THE TREASURY, AND

THE STATE HIGHWAY DEPARTMENT OF THE STATE OF Oregon

Pursuant to the acts above cited, I hereby certify—

FIRST. That in accordance with the provisions of said acts, I have approved the plans, specifications, and estimates submitted by the State Highway Department of the State of Oregon for the construction of a highway designated in the records of this Agency as Federal Aid Secondary Project No. FAS 65-A(1) State of Oregon

SECOND. That in accordance with said provisions I have approved the sum of $35,010.25 as the total estimated cost of said project, and the sum of $21,010.00 as the share of the United States, payable under said acts on account of such project, which does not exceed the authorized Federal pro rata share of said total estimated cost.

Done at the city of Washington, this ______ day of JUN 29 1940 one thousand nine hundred and ______

FEDERAL WORKS ADMINISTRATOR,

By W. J. O'Leary
Acting Commissioner of Public Roads.

U. S. GOVERNMENT PRINTING OFFICE 10—10130

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION

(Stencil #28)

IN YOUR REPLY PLEASE
REFER TO FILE NO. Ore. FAS 65-A (1)
Fir Creek-Laurel Road Sec.
Hillsboro-Silverton Hwy.

POST OFFICE BUILDING
PORTLAND, OREGON

May 25, 1940

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

We are forwarding herewith two copies of proposed project agreement for signature and return to this office.

Enclosed is an approved copy of the detail estimate, upon which the agreement was based, together with approved copy of specifications.

Very truly yours,

W. H. LYNCH
District Engineer

By
T. M. Davis
Sr. Highway Engineer

RECEIVED
JUL 19 1940
FOR FILING

FAS 65-A-1

April 15, 1940

Mr. W. H. Lynch
District Engineer
Public Roads Administration
Post Office Box 3900
Portland, Oregon

Dear Sir:

Herewith are enclosed seven copies of estimate as basis for project agreement for the Fir Creek-Laurel Road Section, Project No. FAS 65-A (1).

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/GS

Encl.

Oregon State Highway Department

Federal Aid Secondary
Project No. 65-A (1)

FIR CREEK-LAUREL ROAD SECTION OF THE HILLSBORO-SILVERTON HIGHWAY IN WASHINGTON COUNTY

(Estimate as basis for project agreement. Based on low bid prices.)

Salem, Oregon, April 5, 1940

All Required		Clearing and Grubbing		$ 1,350.00
130	cu. yds.	Trench Excavation	$ 1.00	130.00
11,000	cu. yds.	Excavation, Single Classif.	.26	2,860.00
1,600	yd. mi.	Truck Haul	.20	320.00
2.25	miles	Finishing Roadbed and Slopes	200.00	450.00
5,000	lin. ft.	Rounding Cutbanks	.10	500.00
500	lin. ft.	12" Concrete Pipe	.90	450.00
20	lin. ft.	18" Concrete Pipe	2.00	40.00
70	lin. ft.	24" Concrete Pipe	2.90	203.00
64	lin. ft.	Salvaging Culvert Pipe	1.00	64.00
7,500	cu. yds.	3" - 1½" Material in Base	1.74	13,050.00
3,800	cu. yds.	3/4" - 0" Material in Base	1.74	6,612.00
350	M-gals.	Sprinkling	1.25	437.50
2.25	miles	Preparation of Base	100.00	225.00
1,050	cu. yds.	Mineral Aggregate in Place	2.80	2,940.00
24	tons	Emulsified or MC-½ Asphalt in Seal Coat	16.50	396.00
46	tons	Light Tar in Binder Course	18.00	828.00
54	tons	Heavy Tar in Place	18.00	972.00
			Subtotal	$ 31,827.50
			10% Engr. & Cont.	3,182.75
			Total	$ 35,010.25

Length of Roadway	2.244 miles
Length of Bridge	.012 mile (Exception)
Total Length	2.256 miles
Cost per mile, Roadway	$ 15,601.71

Note: Oiling not to be constructed across bridge.

FAS Funds Requested- -	$ 21,010.00
State Funds- -	14,000.25
	$ 35,010.25

State Funds for Construction: Chap. 175, laws 1917; Chap. 31, laws 1920; Chap. 529, laws 1939
State Funds for Maintenance: Chap. 529, laws 1939

FAS 65-A-1

March 14, 1940

N. L. O'NEIL & SON
Route 1
Eugene, Oregon

Gentlemen:

We are sending you today by express a fully executed copy of Contract No. 2284 which was awarded to you on February 15 covering the grading, surfacing and oiling of the Fir Creek-Laurel Road Section of the Hillsboro-Silverton Secondary Highway, in Washington County. We are also sending an executed copy to the surety on your bond.

This copy is for your records and files.

Very truly yours,

STATE HIGHWAY COMMISSION
By

Secretary

MBL

332 65-[illegible]

February 20, 1940

N. L. O'NEIL & SON
~~Route 1~~
~~Eugene, Oregon~~
J[illegible] Valley, Ore.

Gentlemen:

We are sending you today by express four copies of Contract No. 2284 which was awarded to you on February 15 by the State Highway Commission covering the grading, surfacing, and oiling of the Fir Creek-Laurel Road on the Silverton-Hillsboro Secondary Highway, in Washington County.

Kindly execute all four copies of the contract as to agreement and bond and return them to this office for approval by the State Highway Commission. When this has been done a fully executed copy will be returned to you for your records and files. We will also send an executed copy to the surety on your bond.

Your special attention is called to the paragraph under Section 5 (page 14) of the printed General Provisions, relating to the Workmen's Compensation Act. You are expected to accept the terms of this Act and to carry on your work under this contract in strict conformance thereto.

Your attention is also called to the mimeographed page immediately preceding the colored pages, relating to payment by the contractor of amounts due hospital associations, et cetera.

Very truly yours,

STATE HIGHWAY COMMISSION
By

Secretary

WBL

7A2 65-A-1

February 15, 1940

M. L. O'Neil & Sons

Eugene, Oregon

Gentlemen:

The State Highway Commission on February 15, 1940, awarded you the contract for 2.25 miles grading, surfacing and oiling, also construction of 63 lin.ft. pile trestle bridge on the Fir Creek-Laurel Road Section of the Hillsboro-Beaverton Secondary Highway, in Washington County. This award was based on your low bid of $33,654.50, using tar, submitted on that date.

Contract forms will be sent to you for execution within the next few days.

Very truly yours,

AM

Secretary

cc - Mr. S. H. Probert
Mr. G. S. Paxson

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION
DISTRICT ONE

MONTANA
OREGON
WASHINGTON

POST OFFICE BUILDING
PORTLAND, OREGON

February 15, 1940

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

This is to confirm our verbal concurrence in award of contract, as of this date, for Oregon Federal Aid Secondary project FAS 65-A (1), Fir Creek-Laurel Road section of Hillsboro-Beaverton Secondary Highway, to M. L. O'Neil & Sons, Eugene, Oregon, who submitted the low bid.

Very truly yours,

W H Lynch

W. H. LYNCH
District Engineer

FAS 65-A-1

January 31st, 1940

Mr. W. H. Lynch
District Engineer
Public Roads Administration
P. O. Box 3900
Portland, Oregon

Dear Sir:

718.65-A1

I am attaching two soil reports pertaining to Oregon Federal Aid Secondary Project No. 67-A (1), Fir Creek-Laurel Road Section of the Hillsboro-Silverton Highway.

This soil seems to have many of the characteristics of the volcanic ash of the Pendleton district which is the best subgrade soil we have in Oregon. While the material is very fine, it has both a low plasticity index and liquid limit, and consequently I have no hesitancy in approving this soil as a subgrade under keyed macadam.

We will, however, use as much of the old gravel surfacing as possible as a blanket on the new subgrade, and by the judicious handling of the materials in the cut, I am positive that a satisfactory subgrade can be prepared.

Very truly yours,

State Highway Engineer

R

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION
DISTRICT ONE

MONTANA
OREGON
WASHINGTON

POST OFFICE BUILDING
PORTLAND, OREGON

RECEIVED
JAN 29 19
STATE HIGHWAY COMMISSION

January 27, 1940

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

From a preliminary review of the P.S.& E. for Oregon Federal Aid Secondary Project No. 67-A (1), Fir Creek-Laurel Road Section of the Hillsboro-Silverton Highway, it is noted that no provision is made for a dense graded blanket course under the keyed macadam surfacing to prevent the infiltration of the subgrade materials.

We would appreciate receipt of soil test reports justifying the design used. Papers will be held pending receipt of your reply.

Very truly yours,

W H Lynch
W. H. LYNCH
District Engineer

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION
DISTRICT ONE

MONTANA
OREGON
WASHINGTON

POST OFFICE BUILDING
PORTLAND, OREGON

January 31, 1940

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

P. S. and E. documents for Oregon Federal Aid Secondary Project No. FAS 65-A (1), the Fir Creek-Laurel Road Section of the Hillsboro-Silverton Highway, have today been recommended for approval. This is your authority to advertise for bids, subject to final review and approval of the plans and specifications by the Commissioner of Public Roads.

Very truly yours,

W H Lynch

W. H. LYNCH,
District Engineer.

January 29, 1940

Mr. W. H. Lynch
District Engineer
Public Roads Administration
P. O. Box 3900
Portland, Oregon

Dear Sir:

Herewith are enclosed seven copies of revised estimate to accompany plans and specifications for the Fir Creek-Laurel Roads Section, Project No. FAS 65-A (1).

Five bid proposals and five sets of blueprint plans are being sent under seperate cover.

These papers have been revised by the proposed construction of a new bridge at Station 91+50. The bridge is an exception to the project, being non-participating, but changes in the grade at that point results in a change in the quantity for "Excavation, Single Classification." Likewise, the special provisions have been revised to include the specifications for construction of the bridge.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/ER

Encl.

Oregon State Highway Department

Federal Aid Secondary
Project No. 65-A (1)

FIR CREEK-LAUREL ROAD SECTION OF THE HILLSBORO-SILVERTON HIGHWAY IN WASHINGTON COUNTY

(Estimate to accompany plans and specifications. Not as basis for project agreement.)

Salem, Oregon, January 29, 1940

All Required		Clearing and Grubbing	$ - -	$ 250.00
130	cu. yds.	Trench Excavation	1.00	130.00
11,000	cu. yds.	Excavation, Single Classif.	.30	3,300.00
1,600	yd. mi.	Truck Haul	.12	192.00
2.25	miles	Finishing Roadbed and Slopes	200.00	450.00
5,000	lin. ft.	Rounding Cutbanks	.10	500.00
500	lin. ft.	12" Concrete Pipe	1.00	500.00
20	lin. ft.	18" Concrete Pipe	2.00	40.00
70	lin. ft.	24" Concrete Pipe	3.00	210.00
64	lin. ft.	Salvaging Culvert Pipe	.75	48.00
7,500	cu. yds.	3" - 1½" Material in Base	2.30	17,250.00
3,800	cu. yds.	3/4" - 0" Material in Base	2.30	8,740.00
350	M-gals.	Sprinkling	1.50	525.00
2.25	miles	Preparation of Base	100.00	225.00
1,050	cu. yds.	Mineral Aggregate in Place	3.50	3,675.00
24	tons	Emulsified or RC-3 Asphalt in Seal Coat	20.00	480.00
38	tons	RC-2 Asphalt in Binder Course	20.00	(Alternate)
46	tons	Asphalt in Place	20.00	(Alternate)
46	tons	Light Tar in Place	16.00	736.00
54	tons	Heavy Tar in Place	16.00	864.00
			Subtotal	$ 38,115.00
			10% Engr. & Cont.	3,811.50
			Total	$ 41,926.50

Length of Roadway	2.244 miles
Length of Bridge	.012 mile (Exception)
Total Length	2.256 miles
Cost per mile, Roadway	$ 18,683.82

Note: Oiling not to be constructed across bridge.

FAS Funds Requested- -	$ 25,160.00
State Funds- -	16,766.50
	$ 41,926.50

January 20, 1940

Mr. W. H. Lynch
District Engineer
Public Roads Administration
P. O. Box 3900
Portland, Oregon

Dear Sir:

Herewith are enclosed seven copies of estimate and three copies of right of way statement for the Fir Creek-Laurel Road Section, Project No. FAS 65-A (1).

Five bid proposals and five sets of blueprint plans are being sent under separate cover.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. E. Probert
Office Engineer

Dict. by J. W. Nash/ER

Encl.

Oregon State Highway Department

Federal Aid Secondary
Project No. 65-A (1)

FIR CREEK-LAUREL ROAD SECTION OF THE HILLSBORO-SILVERTON HIGHWAY IN WASHINGTON COUNTY

(Estimate to accompany plans and specifications. Not as basis for project agreement.)

Salem, Oregon, January 20, 1940

All Required		Clearing and Grubbing	$ - -	$ 250.00
130	cu. yds.	Trench Excavation	1.00	130.00
10,000	cu. yds.	Excavation, Single Classif.	.30	3,000.00
1,600	yd. mi.	Truck Haul	.12	192.00
2.25	miles	Finishing Roadbed and Slopes	200.00	450.00
5,000	lin. ft.	Rounding Cutbanks	.10	500.00
500	lin. ft.	12" Concrete Pipe	1.00	500.00
20	lin. ft.	18" Concrete Pipe	2.00	40.00
70	lin. ft.	24" Concrete Pipe	3.00	210.00
64	lin. ft.	Salvaging Culvert Pipe	.75	48.00
7,500	cu. yds.	3" - 1½" Material in Base	2.30	17,250.00
3,800	cu. yds.	3/4" - 0" Material in Base	2.30	8,740.00
350	M-gals.	Sprinkling	1.50	525.00
2.25	miles	Preparation of Base	100.00	225.00
1,050	cu. yds.	Mineral Aggregate in Place	3.50	3,675.00
24	tons	Emulsified or RC-3 Asphalt in Seal Coat	20.00	480.00
38	tons	RC-2 Asphalt in Binder Course	20.00	(Alternate)
46	tons	Asphalt in Place	20.00	(Alternate)
46	tons	Light Tar in Place	16.00	736.00
54	tons	Heavy Tar in Place	16.00	864.00
		Subtotal		$ 37,815.00
		10% Engr. & Cont.		3,781.50
		Total		$ 41,596.50

Length of Roadway	2.249 miles
Length of Bridge	.007 mile (Exception)
Total Length	2.256 miles
Cost per mile, Roadway	$ 18,495.55

Note: Oiling not to be constructed across bridge.

FAS Funds Requested- $ 24,960.00
State Funds- 16,636.50

$ 41,596.50

FIR CREEK-LAUREL ROAD SECTION

PROJECT NO. FAS 65-A (1)

All necessary right of way has been acquired for this project.

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

January 20, 1940

CONTRACT # 2285

FAS 67-A-1 Bend-Butler Ranch Sec., 1940
Butler County Rd. (Grad.,
#2285 Surf. & Oiling)

FAS 67-A-1 Bend-Butler Ranch Sec., 1940
Butler County Rd. (Grad.,
#2285 Surf. & Oiling)

T.H. Boldock

RECEIVED
2

January 24, 1941

Cost Analysis - Final Report
Butler County Road, Bend-Butler Ranch Section
Contract #2285, Prefix #209-1013
J. C. Papin, Contractor
E. E. Johnston, Resident Engineer

NOTED
State Highway Engineer

Item						
Clearing and Grubbing	347.41	100	%	---	---	1,500.00
Trench Excavation	142.91	200.2	Cu. Yd.	0.71	1.00	200.20
Common "	5,031.75	34,935.1	" "	0.144	0.18	6,288.32
Solid Rock Excavation	2,695.13	2,622.2	" "	1.03	1.35	3,539.97
Truck Haul	4,748.60	35,557.2	Yd. Mi.	0.135	0.10	3,555.72
Finishing Roadbed & Slopes	2,008.97	6.3	Miles	319.00	100.00	630.00
8" Concrete Pipe	3.90	6.0	Lin.Ft.	0.65	0.75	4.50
12" " "	141.75	135.0	Lin.Ft.	1.05	1.00	135.00
18" " "	66.00	33	" "	2.00	1.90	62.70
24" " "	9.00	3	" "	3.00	3.00	9.00
8" Corr. Iron Pipe	417.60	464	" "	0.90	1.00	464.00
12" " " "	161.20	124	" "	1.30	1.20	148.80
18" " " "	270.10	146	" "	1.85	1.80	262.80
36" " " "	64.80	12	" "	5.40	5.50	66.00
21½"x13½" Arch Type Corr. Iron Pipe	68.50	34	" "	2.02	1.90	64.60
Salvaging Culvert Pipe	195.00	231	" "	0.84	0.50	115.50
Class "A" Concrete	328.03	7.8	Cu. Yd.	42.06	30.00	234.00
Metal Reinforcement	66.71	953	Lbs.	0.07	0.07	66.71
Wood Sight Posts	210.80	90	Each	2.34	2.00	180.00
Cinders in Base	1,424.15	5,500	Cu. Yd.	0.26	0.23	1,265.00
Gravel in Base	3,767.70	10,826	" "	0.35	0.25	2,706.50
Hauling Cinders	1,288.53	15,396	Yd. Mi.	0.084	0.07	1,077.72
Hauling Gravel	3,104.89	31,082.25	" "	0.10	0.09	2,797.40

Butler County Road, Bend-Butler Ranch Section

Item	Cost	Quantity		Unit Cost	Unit Bid	Gross Revenue
Sprinkling	1,247.22	1,853.2	M-Gals.	0.67	1.00	1,853.20
*Preparation of Base	803.25	6.3	Miles	127.50	125.00	787.50
*SC-2 Road Oil in Place	5,389.39	270.96	Tons	19.89	19.50	5,283.72
*3/4"-0" Cinder Cover Material	1,402.91	1,196	Cu. Yd.	1.17	1.15	1,375.40
*Hauling " " "	694.83	4,865.75	Yd. Mi.	0.14	0.14	681.21
Force Account	134.83					134.83
	36,235.86					35,490.30

Total Cost	$36,235.86
Gross Revenue	35,490.30
Net Loss	$ 745.56

Net Loss Equals 2.1% of Gross Revenue

*Sublet to Warren Northwest, Inc.

Butler County Road, Bend-Butler Ranch Section

Detail of Cost

LABOR:

Supervision (Includes J.C. Papin, 2 mo. @ $200.00)	$1,720.00	
Labor	11,291.40	
State Industrial Accident Insurance	489.46	
Social Security & Unemployment Insurance	477.74	
		$13,978.60

MATERIALS:

8" Concrete Pipe	6 Lin. Ft.	@ $	0.43	2.58	
12" " "	135 " "	@	0.77	105.49	
18" " "	33 " "	@	1.62	53.46	
24" " "	3 " "	@	2226	6.78	
8" Corr. Iron Pipe	464 " "	@	0.73	338.72	
8" " " " Bands	12 Each	@	1.11	13.32	
12" " " "	124 Lin. Ft.	@	1.03	127.72	
12" " " " "	4 Each	@	1.27	5.08	
18" " " "	146 Lin. Ft.	@	1.47	214.62	
18" " " " "	5 Each	@	2.15	10.75	
36" " " "	12 Lin. Ft.	@	4.46	53.52	
36" " " " "	1 Each	@	4.35	4.35	
Sight Posts	90 "	@	0.65	58.50	
21½" x 13½" Arch Type Corr. Iron Pipe	34 Lin. Ft.	@	1.68	57.12	
" " " " " " " Bands	1 Each	@	2.51	2.51	
					$ 1,054.52

EQUIPMENT RENTAL, SUPPLIES & MISCELLANEOUS:

Equipment Rental & Repairs	6,215.00	
Hired Trucks	1,841.82	
Gas, Oil and Grease	2,533.96	
Explosives	552.05	
Small Tools, Supplies & Misc.	1,277.45	
Overhead Expense	385.00	
Bond	269.63	
		$ 13,074.91

SUBCONTRACTOR - WARREN NORTHWEST, INC.

Preparation of Base	6.3 Miles	@	125.00	787.50	
SC-2 Road Oil in Place	270.96 Tons	(a)	19.50	5,283.72	
3/4"-0" Cinder Cover Material	1,196 Cu.Yd.	@	1.15	1,375.40	
Hauling " " "	4,865.75 Y.Mi.	@	0.14	681.21	8,127.83
					$ 36,235.86

BEND-BUTLER RANCH SECTION

REMARKS:

This contract consisted of the grading, surfacing and oiling of 6.3 miles of roadway. It was bid and awarded February 16th, 1940; work was started February 26th and finished August 17th, 1940.

The grading was accomplished with a small cat and scraper, blade and a 1-1/2 cubic yard shovel. The common material was moved quite easily, but the solid which was in shallow cuts was excavated with some difficulties. The cost of finishing roadbed and slopes was quite high due mainly to outcropping of solid rock in the cuts, and boulders in borrow excavation.

The gravel base contained some large boulders, which were picked up and hauled and wasted, and consequently resulted in a cost somewhat higher than usual. Work on the cinder base progressed very nicely. Water was obtained from nearby sources and resulted in short hauls and in costs below normal.

This job was bid quite low to insure a fair profit. The oiling work was sublet to Warren Northwest, Inc. The contractor was working on another contract nearby which resulted in low moving-in costs and cut the overhead expense somewhat.

E. H. Clymer, Cost Analyst

By
Henry Jullum

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DEC 12 1940
FOR FILING

FAS 67-A-1

December 9, 1940

General Casualty Co. of America
Mansfield & Company
Lewis Building
Portland, Oregon

Gentlemen:

You are hereby notified that State Highway Contract No. 2285 for grading, surfacing and oiling on the Bend-Butler Ranch Section of the Butler County Road, in Deschutes County, has been completed by the contractor, J. C. Papin, and that final settlement will be made by the state with said contractor, for work done under said contract, on or after December 19,1940.

The State is not advised of any unpaid claims for labor or material, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the State assumes no responsibility for any such claims should there be any.

This notice is served upon you as you appear as surety on the bond furnished by the above contractor. Kindly acknowledge receipt of this letter.

For your information we wish to advise that the total amount paid the above contractor in connection with this contract will be $35,490.30, including the final payment. Of this amount $134.83 was for force account work.

Yours very truly,

OREGON STATE HIGHWAY COMMISSION

By

RS

Secretary

NOTED
D. G. DeSart

RECEIVED
OCT 17 1940
FOR FILING

FAS 67-A-1

October 16, 1940

GENERAL CASUALTY COMPANY OF AMERICA
Mansfield & Company, Local Agents
Lewis Building,
Portland, Oregon

Gentlemen:

You are advised that it is the intention of the State Highway Commission to make semi-final payment to J. C. Papin on Contract No. 2285 - Bend-Butler Ranch Section of Butler County Road, in Deschutes County. This payment will be made on or after October 26, 1940.

Kindly acknowledge receipt of this letter.

Very truly yours,

STATE HIGHWAY COMMISSION
By

Secretary

DGD:MBL

NOTED
D. G. DeSart

109-G

October 9, 1940

Honorable County Court of Deschutes County
Bend, Oregon

Contract 2285

Gentlemen:

This office has been advised by Mr. W. E. Chandler, Division Engineer, that the Bend-Butler Ranch Section of the Butler Market Road, which was improved with Federal Aid Secondary funds, State and County funds, and funds provided by the City of Bend, has been completed. This project was known as FAS 67-A (1).

This project is being turned over to the county for maintenance, as provided in that certain agreement executed by the County Court of Deschutes County on February 7, 1940, and the State Highway Commission on February 16, 1940, and provides that this section of road will be maintained in a manner satisfactory to the Federal Works Administrator and the State Highway Commission and will provide sufficient funds each year to maintain the project.

Very truly yours,

R. H. BALDOCK
Chief Engineer

By

Oscar Cutler
Asst. Office Engineer

OC:MK

cc Mr. W. E. Chandler

109-G

Form [illegible]—Revised—[illegible]

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Bend, Oregon
October 8, 1940

Subject: Construction Engineer's Statement
Bend-Butler Ranch Section

To: Mr. Oscar Cutler
Asst. Office Engineer
Salem, Oregon

Dear Sir:

In accordance with your request of recent date we wish to report that the Bend-Butler Ranch Section of the Butler Market Road, Deschutes County, has been completed. We enclose herewith one copy of the Construction Engineer's Statement.

Very truly yours,

Wm. E. Chandler
Division Engineer

RMS:gh
Encl.

Form E-1—5M—3-30

7ad 67-a-1

OREGON STATE HIGHWAY COMMISSION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending October 5, 1940, 193

Section Bend - Butler Ranch

Kind of work Grading, Surfacing and Oiling

Highway Butler County Road

Section prefix 209-1013

Contractor J. C. Papin

Contract number 2285

Date of contract Feb. 16, 1940, 193

Date of completion July 31, 1940, 193

Date work started Feb. 26, 1940, 193

Estimated date of completion -, 193

Amount of contract $31,709.90

Per cent of time elapsed 110 %

Estimated cost of completed project, exclusive of engineering $35,451.24

Per cent of contract completed, based on total contract price 100 %

Engineering cost to date, $1980.90, %

Date project was completed August 15, 1940, 193

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

One man one day this week on semi-final estimate computations. Semi-final estimate submitted to Division Engineer Friday.

Remaining work: None.

Disposal of personnel: Working on other jobs.

(Deferred Report)

NOTED
RAY WEBBER

H. N. HACKETT

H. G. SMITH

Signed E. E. Johnston

Address Bend, Oregon.

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file

Resident Engineer.

Address

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project	6.3	6.3		6.3	
Miles partially completed					
Miles completed	6.3	6.3		6.3	
Total estimated quantities	28,400	17,600		220	
Estimated quantities moved or placed to date	37,522.7 ~~28,400~~	16,326 ~~17,600~~		270.96 ~~220~~	
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day					
Hours per shift					
Average force on project for week					

Percentages of men employed on contract to be secured from:

.... County, ...%; .... County, ...%; .... County, ...%; .... County, ...%

	NUMBER USED AND SECURED FROM					CONTRACTOR'S KEY MEN, ETC.	TOTAL
	COUNTY	COUNTY	COUNTY	COUNTY	OTHER SOURCES		
Men							
Men and teams							
Men and trucks under 3 tons							
Men and trucks over 3 tons							
Men and tractors							

Equipment used during week: Shovels ...., Power graders ...., Rollers ...., Mixers ...., Crushing or screening plants ....,

Compressors ...., Bulldozers ...., Sheet-foot rollers ...., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday			
Monday			
Tuesday			
Wednesday			
Thursday			
Friday			
Saturday			

STATE PRINTING DEPT

[illegible]
Resident Engineer.

Address

CONSTRUCTION ENGINEER'S STATEMENT
Submit 2 Copies with Final Estimate

67 A (1)

Prefix 209-1013

Fed. Aid No. ~~[illegible]~~

Date October 4, 1940

Contract County Road

Name of Project Bend-Butler Ranch Highway

1. Give date contractor actually started work February 26, 1940

2. Has project been completed within station to station limits set up in the contract? Yes

3. Have all important alignment points been permanently referenced? Yes

4. Have all R/W negotiations been completed? Yes. If not, give full report.

5. Have any R/W markers been set? No. None have been set. This work is to be done. If not, give location and reason.

6. Is there any encroachment on the R/W (except power & telephone lines? No. Give locations.

7. Does the road or R/W encroach on anyone's property? No. Give locations.

8. Has all old R/W been definitely disposed of? None to dispose of.

9. Has the supporting data for all quantities been included in your final report and estimate? Yes.

10. Has the final 100' = 1" constructed line map been prepared & submitted? Yes.

11. List field engineering, notes, records & data on hand which you are not sending in along with your final estimate, (Do not include weekly reports & correspondence.) See Letter of Transmittal

12. Do you expect the contractor to file any additional claims? No. If so, make detailed report.

13. State approximately the amount of material still available at each quarry None gravel pit None talus deposit, Cinders Unlimited c.y.

14. Remark briefly as to suitability of material source for future operations Gravel pit used on this job exhausted

15. Have you reported stockpile distribution to the D.M.S.? If not, furnish him with complete tabulation, together with cost of materials at each site. No stockpiles on this job.

16. Have you submitted your Bench Mark report in accordance with Circular Letter #192? Yes

17. Give date contractor actually completed work August 15, 1940.

Signed E. E. Johnston
Resident Engineer.

Address Bend, Oregon.

RECEIVED
SEP 26 1940
FOR FILING

FAS 67-A-1

September 25, 1940

Mr. J. C. Papin
244 Miller Street
Bend, Oregon

Dear Sir:

At the meeting of the State Highway Commission held on August 22, 1940, the following action was taken on your request for extension of time:

"J. C. Papin, Contract No. 2285, for grading, surfacing, and oiling the Bend-Butler Ranch Section of the Butler County Road, in Deschutes County, requested anextension of time of 15 days, from July 31 to August 15, 1940, within which to complete this project. He attributed his failure to complete the job within the specified time limit to bad weather conditions which forced suspending of oiling operations long enough to make it impossible to complete the job by July 31. The Engineer advised that the reason given by Mr. Papin for failure to complete the project on time is correct. He recommended, in view thereof, that the extension of time requested be approved without penalty. A letter was presented from the Public Roads Administration concurring therein. The Commission approved the recommendation unanimously."

Very truly yours,

STATE HIGHWAY COMMISSION
By

NOTED
D. G. DeSart

Secretary

MSL

cc - W. E. Chandler

FAS 67-A-1

RECEIVED
SEP 25 1940
FOR FILING

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

POST OFFICE BUILDING
PORTLAND, OREGON

Stencil No. 3.

IN YOUR REPLY PLEASE
REFER TO FILE No.

September 7, 1940

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

Final inspection of Oregon Federal Aid Secondary Project No. FAS 67-A (1), Bend-Butler Ranch Section of the Butler Market Road, was made by a representative of this office on August 21, 1940. Prompt submission of the final voucher will be appreciated.

Very truly yours,

W. H. LYNCH
District Engineer

By L J Caufield
L. J. Caufield
Sr. Highway Engineer

Ilon

FAS 67-A-1

RECEIVED
AUG 13 1940
FOR FILING

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATI

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

POST OFFICE BUILDING
PORTLAND, OREGON

Stencil No. 124

IN YOUR REPLY PLEASE REFER TO FILE No. Oregon FAS 67-A (1)
Bend-Butler Ranch Section,
Butler County Road

June 10, 1940

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

We are forwarding herewith, for your files, an executed copy of the __________________ project agreement and certificate for the above numbered project.

Very truly yours,

W. H. LYNCH
District Engineer

By L. Caufield
L. J. Caufield
Sr. Highway Engineer

Encls.

Iron

Wa4pr-5254

Form P. R. 2

State Oregon

Federal Aid Secondary Project No. FAS 67-A(1)

PROJECT AGREEMENT

MEMORANDUM OF AGREEMENT made this 8th day of May, 1940 by and between the Oregon State Highway Commission, constituting for the purpose hereof, the Highway Department of the State of Oregon hereinafter called the Highway Department, and the Federal Works Administrator, hereinafter called the Administrator, under and pursuant to the provisions of the act of Congress approved July 11, 1916 (39 Stat., 355), entitled "An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes," and of the act approved November 9, 1921 (42 Stat., 212), entitled "An Act to amend the Act entitled 'An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes,' approved July 11, 1916, as amended and supplemented, and for other purposes," and acts amendatory thereof or supplementary thereto; particularly Section 7 of the Act approved June 16, 1936, 49 Stat. 1521 (Public No. 686, 74th Congress);

Whereas the Highway Department of said State submitted on the 14th day of December, 1939, a project statement, which was approved on the 23rd day of January, 1940, for the proposed construction of a project consisting of the road hereinafter described; and

Whereas the Highway Department, in accordance with the rules and regulations promulgated for the administration of the Federal Highway Act, has furnished surveys, plans, specifications, and estimates for Section A(1) of said project which were recommended for approval by the District Engineer of the Public Roads Administration on the 27th day of January 1940; and

Whereas the Administrator has certified to the Secretary of the Treasury his approval of said surveys, plans, specifications, and estimates, and the sum of Eighteen thousand, nine hundred forty and 00/100 dollars ($18,940.00) as the share of the United States payable under said act on account of Section A(1) of said project, which does not exceed the authorized Federal pro rata share of the approved total estimated cost thereof:

Now, therefore, in consideration of the premises and of the several promises to be faithfully performed by each, as hereinafter set forth, the Highway Department and the Administrator do hereby mutually agree as follows:

16—11370

FUNDS AT THE DISPOSAL OF THE HIGHWAY DEPARTMENT

ARTICLE I. Funds for the use of the Highway Department in the construction of said project have been made available in the following manner, to wit:

(*a*) By the State from Chap. 175, laws 1917; Chap. 51, laws 1929; Chap. 528, laws 1950. (Include date and citation of act of legislature by which authorized)

(*b*) From other sources

(State how placed under direct control of Highway Department)

ROAD EMBRACED IN PROJECT

ARTICLE II. This agreement covers the following highway as described in detail in said surveys, plans, and specifications:

Between survey station 0+00 at the northerly city limits of Bend on East 8th Street, and survey station 297+20 at a connection with the Bend - Powell Butte State Secondary Highway in the SW 1/4 of the SW 1/4 of Sec. 17, T. 17 S., R. 13 E., W.M., (Including wye connection at the easterly terminus of the project between survey stations 0+72 and 2+60), length 5.631 miles, in Deschutes County, being Section A(1) of Oregon Federal Aid Secondary project No. FAS 67, consisting of 5.631 miles of roadway and no bridges, [illegible] of more than 20 feet clear span

[illegible]

CHARACTER AND METHOD OF CONSTRUCTION

ARTICLE III. The Highway Department will construct or cause to be constructed to final completion said project, in strict compliance with said plans and specifications, which are made a part hereof, under its direct supervision, which shall include adequate inspection throughout the course of construction, subject at all times to inspection and approval by the Administrator or his agents, and in accordance with the laws of said State, the rules and regulations of the Administrator, and the following conditions:

(*a*) It is agreed that the construction work on the project shall be performed by contract, unless the performance thereof by force account shall be approved by the Administrator or his authorized representatives. Such construction work as may be performed by force account shall be paid for on the basis of the units of work performed at the unit prices set forth in the estimate as approved by the Administrator, except that where the total actual cost is ascertained to be less than the estimate so approved the total Federal payments shall not exceed the Federal pro rata share of such total actual cost.

UNITED STATES PRO RATA SHARE OF THE COST OF SAID PROJECT

ARTICLE IV. The United States pro rata share of the value of the labor and materials which shall be actually put into the construction of Section A(1) of said project shall not in any event exceed the sum of Eighteen thousand, nine hundred forty and 00/100 dollars ($18,940.00), certified to the Secretary of the Treasury as above mentioned, which does not exceed the authorized Federal pro rata share of Thirty-one thousand, five hundred fifty-nine and 22/100 dollars ($31,559.22), the approved total estimated cost of Section A(1) of said project.

PAYMENTS

ARTICLE V. As the construction of said project progresses, the Administrator shall from time to time draw warrants on the Secretary of the Treasury for the payment to the State Treasurer

(Official or depository)

hereby designated by the Highway Department for that purpose and authorized under the laws of said State to receive public funds of the State of Oregon
(Name)
of such sums as shall not, together with previous payments, exceed the United States pro rata share, as above specified, of the value, as determined by the Administrator after inspection and approval, of the labor and materials which have actually been put into said construction work in compliance with the requirements of Article III hereof.

The Administrator reserves the right to withhold such sum as he may deem necessary to insure completion of construction in compliance with said plans and specifications.

MAINTENANCE OF PROJECT

ARTICLE VI. The Highway Department will maintain said project in compliance with said acts of July 11, 1916, and November 9, 1921, out of funds which have been or will be made available therefor by said State in the manner herein set forth, to wit: Chap. 530, laws 1929.
(Include reference to statute authorizing funds and probable amount annually available)

The Highway Department will use every means within its power to insure proper and permanent maintenance of said project, and to that end will provide for the constant making of needed repairs to preserve a smooth-surfaced highway.

Showing of authority of the Highway Department to execute agreements will be found in the agreement for project No. 112

In witness whereof the parties have hereunto affixed their signatures, the Highway Department on the day and year first above written and the Administrator on the ______ day of MAY 24 1940, 19__

OREGON STATE HIGHWAY COMMISSION
(Official title of Highway Department)

By Henry F Cabell
Chairman, State Highway Commission
(Title of officer)

By ______
Member, State Highway Commission
(Title of officer)

By ______
Member, State Highway Commission
(Title of officer)

By ______
(Title of officer)

By ______
(Title of officer)

FEDERAL WORKS ADMINISTRATOR,

By ______
Acting Commissioner of Public Roads.

Form PR. 3—Revised

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION

CERTIFICATE OF APPROVAL OF PLANS, SPECIFICATIONS, AND ESTIMATES

(Under "An Act to provide that the United States shall aid the States in the construction of rural roads, and for other purposes," approved July 11, 1916, and acts amendatory thereof and supplementary thereto.)

To

The Secretary of the Treasury, and

The State Highway Department of the State of Oregon

Pursuant to the acts above cited, I hereby certify—

First. That in accordance with the provisions of said acts, I have approved the plans, specifications, and estimates submitted by the State Highway Department of the State of Oregon for the construction of a highway designated in the records of this Agency as Federal Aid Secondary Project No. FAS 67-A(1) State of Oregon

Second. That in accordance with said provisions I have approved the sum of $ 31,569.22 as the total estimated cost of said project, and the sum of $ 18,940.00 as the share of the United States, payable under said acts on account of such project, which does not exceed the authorized Federal pro rata share of said total estimated cost.

Done at the city of Washington, this .... day of MAY 24 1940 one thousand nine hundred and ....

Federal Works Administrator,

By H. J. O'Leary
Acting Commissioner of Public Roads.

U. S. GOVERNMENT PRINTING OFFICE 16—10130

FAS 67-A-1

RECEIVED
SEP 11 1940
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FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION

(Stencil #28)

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

POST OFFICE BUILDING
PORTLAND, OREGON

IN YOUR REPLY PLEASE
REFER TO FILE NO. Oregon FAS 67-A (1)
Bend-Butler Section
Butler Road

April 24, 1940

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

We are forwarding herewith two copies of proposed project agreement for signature and return to this office.

Enclosed is an approved copy of the detail estimate, upon which the agreement was based, together with approved copy of specifications.

Very truly yours,

W. H. LYNCH
District Engineer

By A. F. Morris
A. F. Morris
Sr. Highway Engineer

RECEIVED
JUL 19 1940
FOR FILING

FAS 67-A-1

March 19, 1940

Mr. W. H. Lynch
District Engineer
Public Roads Administration
Post Office Box 3900
Portland, Oregon

Dear Sir:

Herewith are enclosed seven copies of estimate as basis for project agreement for the Bend-Butler Section, Project No. FAS 67-A (1).

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/GS

Encl.

RECEIVED
JUL 19 1940
FOR FILING

FAS 67-A-1

March 19, 1940

Mr. W. H. Lynch
District Engineer
Public Roads Administration
Post Office Box 3900
Portland, Oregon

Dear Sir:

Herewith are enclosed seven copies of estimate as basis for project agreement for the Bend-Butler Section, Project No. FAS 67-A (1).

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/GS

Encl.

Oregon State Highway Department

Federal Aid Secondary
Project No. FAS 67-A (1)

BEND-BUTLER SECTION OF THE
BUTLER ROAD IN DESCHUTES COUNTY

(Estimate as basis for project agreement. Based on low bid prices.)

Salem, Oregon, March 5, 1940

(Sta. 0+00 to 297+10)

All Required		Clearing and Grubbing	$ - -	$ 1,348.00
64	cu. yds.	Trench Excavation	1.00	64.00
23,800	cu. yds.	Common Excavation	.18	4,284.00
2,900	cu. yds.	Solid Rock Excavation	1.35	3,915.00
20,800	yd. mi.	Truck Haul	.10	2,080.00
5.66	miles	Finishing Roadbed and Slopes	100.00	566.00
6	lin. ft.	8" Concrete Pipe	.75	4.50
140	lin. ft.	12" Concrete Pipe	1.00	140.00
120	lin. ft.	18" Concrete Pipe	1.90	228.00
6	lin. ft.	24" Concrete Pipe	3.00	18.00
20	lin. ft.	8" Corr. Iron Pipe	1.00	20.00
50	lin. ft.	12" Corr. Iron Pipe	1.20	60.00
40	lin. ft.	18" Corr. Iron Pipe	1.80	72.00
15	lin. ft.	36" Corr. Iron Pipe	5.50	82.50
36	lin. ft.	21½" x 13½" Arch Type Corr. Iron Pipe	1.90	68.40
110	lin. ft.	Salvaging Culvert Pipe	.50	55.00
12	cu. yds.	Class "A" Concrete	30.00	360.00
1,500	lbs.	Metal Reinforcement	.07	105.00
50	only	Wood Sight Posts	2.00	100.00
8,000	cu. yds.	Cinders in Base	.23	1,840.00
7,700	cu. yds.	Gravel in Base	.25	1,925.00
32,900	yd. mi.	Hauling Cinders	.07	2,303.00
25,000	yd. mi.	Hauling Gravel	.09	2,250.00
1,100	M-gal.	Sprinkling	1.00	1,100.00
5.66	miles	Preparation of Base	125.00	707.50
198	tons	SC-2 Road Oil in Place	19.50	3,861.00
630	cu. yds.	3/4" - 0" Cinder Cover Material	1.15	724.50
2,920	yd. mi.	Hauling Cover Material	.14	408.80
			Subtotal	$ 28,690.20
			10% Engr. & Cont.	2,869.02
			Total	$ 31,559.22

Length 5.661 miles
Cost per mile $ 5,574.84

FAS Funds Requested- -	-$ 18,940.00
State Funds- -	- 12,619.22
	$ 31,559.22

State Funds for Construction: Chap. 175, laws 1917; Chap. 31, laws 1920;
Chap. 529, laws 1939
State Funds for Maintenance: Chap. 529, laws 1939

RECEIVED
PORTLAND

FAS 67-A-1

March 4, 1940

Mr. J. C. Papin
244 Miller Avenue
Bend, Oregon

Dear Sir:

We are sending you today by express a fully executed copy of Contract No. 2285 which was awarded to you by the State Highway Commission on February 16, 1940, covering the grading, surfacing, and oiling of the Bend-Butler Ranch Section of the Butler County Road, in Deschutes County.

This copy is for your records and files.

Very truly yours,

STATE HIGHWAY COMMISSION
By

Secretary

MDL

Form E-1—6M—3-30

1167-4-1

GON STATE HIGHWAY COMMISS

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending March 2, 1940

Section Bend - Butler Ranch

Kind of work Grading, Surfacing and Oiling

Highway Butler County Road

Section prefix 209-1013

Contractor J. C. Papin

Contract number 2285

Date of contract Feb. 16, 1940

Date of completion July 31, 1940

Date work started Feb. 26, 1940

Estimated date of completion July 31, 1940

Amount of contract $31,709.90

Per cent of time elapsed 16 ~~157~~ 10 %

Estimated cost of completed project, exclusive of engineering 31,709.90

Per cent of contract completed, based on total contract price 0 %

Engineering cost to date, $ 183.10, 0.6 %

Date project was completed , 193

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

Contractor Papin began work on this job Monday, using only 2 men on drilling rock cuts, using a compressor. No other work was done.

The Field Engineering crew set slppe stakes on the rock cuts for the drilling crew. They now have 1¼ miles staked.

NOTED H. W. LIBBY

NOTED RAY WEBBER

NOTED VAN SCOY

Signed E. E. Johnston

Address Res. Engr. Bend, Oregon

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project	6.3	6.3		6.3	
Miles partially completed	0	0		0	
Miles completed	0	0		0	
Total estimated quantities	28,400	17,600		220 T	
Estimated quantities moved or placed to date	0	0		0	
Average daily quantities	0	0		0	
Average daily quantities necessary to complete project on time	190	120			
Number shifts per day	1				
Hours per shift	8				
Average force on project for week	2				

Percentages of men employed on contract to be secured from:

.... County, ...%; .... County, ...%; .... County, ...%; .... County, ...%

	NUMBER USED AND SECURED FROM					CONTRACTOR'S KEY MEN, ETC.	TOTAL
	Mult. COUNTY	COUNTY	COUNTY	COUNTY	OTHER SOURCES		
Men	Mult. 2						2
Men and teams							
Men and trucks under 3 tons							
Men and trucks over 3 tons							
Men and tractors							

Equipment used during week: Shovels ...., Power graders ...., Rollers ...., Mixers ...., Crushing or screening plants ....,

Compressors 1, Bulldozers ...., Sheet-foot rollers ...., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday	showers		
Monday	"		
Tuesday	cloudy		
Wednesday	2		
Thursday	showers		
Friday	"		
Saturday	fair		

STATE PRINTING DEPT

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
HURON W. CLOUGH, CANYONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM
C. B. McCULLOUGH
ASSISTANT STATE HIGHWAY ENGINEER
SALEM

RECEIVED
FEB 2

OREGON STATE HIGHWAY COMMISSION

SALEM

FAS 67-A-1

February 21, 1940

IN REPLY PLEASE
REFER TO FILE NO.

Mr. W. H. Lynch
District Engineer
Public Roads Administration
Post Office Box 3900
Portland, Oregon

Attention: Mr. T. M. Davis

Dear Sir:

For your records, I am enclosing herewith three copies of maintenance agreement executed by the County of Deschutes, three copies of maintenance agreement executed by the city authorities of Bend, three copies of resolution relative to traffic and encroachments executed by the county officials of Deschutes County, and three copies of resolution relative to traffic and encroachments executed by the City of Bend for the Butler Road Project, FAS 67-A (1).

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

Oscar Cutler
Asst. Office Engineer

OC:ME

Encl.

February 20, 1940

Mr. J. C. Papin
244 Miller Avenue
Bend, Oregon

Dear Sir:

We are sending you today by express four copies of Contract No. 2285 which was awarded to you by the State Highway Commission on February 16, covering the grading, surfacing and oiling of yhe Bend-Butler Ranch Section of the Butler County Road, in Deschutes County.

Kindly execute all four copies of this contract as to agreement and bond and return them to this office for approval by the State Highway Commission. When this has been done a fully executed copy will be returned to you for your records and files. We will also send an executed copy to the surety on your bond.

Your special attention is called to the paragraph under Section 5 (page 14) of the printed General Provisions, relating to the Workmen's Compensation Act. You will be expected to accept the terms of this Act and to carry on your work under this contract in strict conformance thereto.

Your attention is also called to the mimeographed page immediately preceding the colored pages, relating to payment by the contractor of amounts due hospital associations, etcetera.

Very truly yours,

STATE HIGHWAY COMMISSION
By

Secretary

[illegible]

708 67-41

February 17, 1940

Mr. J. C. Papin
244 Miller Avenue
Bend, Oregon

Dear Sir:

The State Highway Commission on February 16, 1940, awarded you the contract for 6.3 miles grading, surfacing and oiling on the Bend-Butler Ranch Section of the Butler County Road, in Deschutes County. This award was based on your low bid of $31,709.90 submitted on that date.

Contract forms will be sent to you for execution within the next few days.

Very truly yours,

Secretary

AM

cc - Mr. S. H. Probert
Mr. O. E. Paxson

1940

5-23-4E

[illegible] 347

AGREEMENT BY MUNICIPALITY OR POLITICAL SUBDIVISION TO MAINTAIN HIGHWAYS IMPROVED UNDER THE FEDERAL AID ROAD ACT AND ACTS AMENDATORY THEREOF AND SUPPLEMENTARY THERETO

2/16/40

The County of Deschutes, State of Oregon,
(municipality or political subdivision)
hereinafter referred to as the County, and the Oregon State Highway Commission,
(State highway organization)
hereinafter referred to as the Highway Department, hereby agree as follows:

1. That the Highway Department will submit a project for the improvement of 5.627 miles of the secondary or feeder
(municipal, or secondary or feeder)
highway from the north city limits of Bend at E. 8th St. to the intersection of the Butler Road with the Powell Butte State Secondary Highway No. 371., known as Butler Road,
(local name of street or road)
and to be designated as Oregon project No. FAS 67-A (1), and will
(State)
recommend its approval by the ~~Secretary of Agriculture~~ Federal Works Administrator for construction with funds apportioned to the State under the Federal Aid Road Act and Acts amendatory thereof and supplementary thereto; subject, however, to the condition that the County shall provide for its proper maintenance after completion of its improvement.
(municipality or political subdivision)

2. That the said County hereby
(municipality or political subdivision)
requests the Highway Department to submit the aforementioned project with recommendation that it be approved by the ~~Secretary of Agriculture~~ Federal Works Administrator, and agrees that if such project is approved and constructed by the Highway Department and the ~~Secretary of Agriculture~~ Federal Works Administrator it thereafter, at its own cost and expense, will maintain the project in a manner satisfactory to them, or their authorized representatives, and will make ample provision each year for such maintenance.

3. That the said County agrees
(municipality or political subdivision)
to procure at its sole cost and make available before a contract is awarded for said project, a right of way having a width of at least 60 feet throughout, and further agrees to procure and make available such ad-

ditional width or widths of right of way as may be required for cut and/or fill slopes.

4. That the said County (municipality or political subdivision) hereby agrees to bear the cost, if any, of maintaining such of its streets or roads as may be used as detours during the performance of the work on the aforementioned project.

IN WITNESS WHEREOF, the parties have hereunto affixed their signatures, the County (municipality or political subdivision) on the 14th day of Feb, 1940, and the Highway Department on the 16th day of February, 1940.

Attest:
Wahle G. Sweeney
County Clerk

COUNTY OF DESCHUTES
(Municipality or political subdivision)
By ______
County Judge
By Wm. J. Baer
County Commissioner
By E. E. Varco
County Commissioner

Attest:
______
Secretary

OREGON STATE HIGHWAY COMMISSION
(Official title of Highway Department)
By Henry F. Cabell
As Chairman
By ______
As Commissioner
By ______
As Commissioner

Note: Any official signing for and on behalf of a municipality or political subdivision should attach an original or authenticated copy of order, resolution, ordinance, or charter provision, or a citation to statute, under the authority of which this agreement is executed. Each agreement should be executed in duplicate and a certified copy should be furnished for the ~~Bureau of Public Roads.~~ Public Roads Administration.

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION
DISTRICT ONE

MONTANA
OREGON
WASHINGTON

POST OFFICE BUILDING
PORTLAND, OREGON

February 16, 1940

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

This is to confirm our verbal concurrence in award of contract, as of this date, for Oregon Federal Aid Secondary project FAS 67-A (1), Bend-Butler Ranch section of Butler County Road, to J. C. Papin, Bend, Oregon, who submitted the low bid.

Very truly yours,

W H Lynch
W. H. LYNCH
District Engineer

Bend-Butler Ranch [illegible]

RESOLUTION

2/7/40

WHEREAS, a County Road in Deschutes County, State of Oregon, known as the Butler County Road, is routed through the County of Deschutes, Oregon, a municipal corporation, and a section of said road has been officially adopted for improvement by the State Highway Commission and Deschutes County, the section adopted for improvement being more particularly described as follows; to wit:

Beginning at the north city limits of Bend at E. 8th Street and extending in a northerly and easterly direction to the intersection of the Butler County Road with the Powell Butte State Secondary Highway No. 371, a distance of 5.627 miles.

And, WHEREAS, the State Highway Commission of the State of Oregon is desirous of receiving Federal Aid for the improvement of said county road,

And, WHEREAS, The ~~Bureau of Public Roads~~ Public Roads Administration of the ~~Department of Agriculture~~ Federal Works Agency of the United States will not participate in the construction of said county road until and unless the said County of Deschutes will guarantee by resolution officially adopted by the County Court, that no encroachments will be permitted upon the right of way of said county road within the limits of the section described above, which will permanently obstruct or interfere with the free and convenient flow of traffic over said county road; and will so regulate parking of vehicles on said county road that the free, convenient and safe flow of traffic shall not be impeded; and agree not to impose unreasonable limitations of speed upon said county road, nor impose any regulations of traffic which will operate to discriminate against traffic upon said county road by giving undue preference to traffic upon other intersecting county roads, streets or avenues.

NOW THEREFORE, IT IS HEREBY RESOLVED by the County Court of Deschutes County, Oregon, that no encroachments will be permitted on the county road, known as the Butler County Road, which will permanently or unduly interfere with the free and convenient flow of traffic along said

NCL [illegible]

county road; and will so regulate the parking of vehicles along said county road as not to impede the free, convenient and safe flow of traffic; and will not impose any unreasonable limitations of speed upon said county road, nor impose any regulation of traffic upon said county road which shall unduly discriminate against traffic upon said county road by giving undue preference to traffic upon other intersecting county roads, streets or avenues.

It being understood that nothing in this resolution of agreement by the County Court shall be construed so as to prevent or impair proper police regulations and the enforcement of all existing laws and regulations respecting the use of said county road, nor to prevent such temporary obstructions to traffic as may be necessitated by the construction of water or gas mains, sewers and other public improvements, or to preclude the proper use of said county road for the placement of telephone or electric light poles or other public service facilities.

Passed by the County Court of Deschutes County, Oregon, this ~~14th~~ 7th day of February, 19~~3~~40.

Attest:

County Clerk

By

County Judge

By Wm. J. Baer

County Commissioner

By E. E. Varco

County Commissioner

- - - - - - - - - - - - - -

I hereby certify the foregoing to be a true copy of the original resolution passed by the County Court of Deschutes County, Oregon, on the ~~14.~~ 7th day of Feb, 19~~3~~40, at the regular or special meeting of said County Court.

Dated this 14th day of Feb, 19~~3~~40.

County Clerk

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION
DISTRICT ONE

MONTANA
OREGON
WASHINGTON

POST OFFICE BUILDING
PORTLAND, OREGON

January 27, 1940

RECEIVED
JAN 29 1940
STATE HIGHWAY COMMISSION

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

P. S. and E. documents for Oregon Federal Aid Secondary Project FAS 67-A (1), the Bend-Butler Ranch Section of the Butler Road, have today been recommended for approval. This is your authority to advertise for bids, subject to final review and approval of the plans and specifications by the Commissioner of Public Roads.

Very truly yours,

W. H. LYNCH,
District Engineer.

By FE Andrews
F. E. Andrews,
Senior Highway Engineer.

January 25, 1940

Mr. W. H. Lynch
District Engineer
Public Roads Administration
P. O. Box 3900
Portland, Oregon

Dear Sir:

We are enclosing herewith seven copies of revised estimate for the Bend-Butler Ranch Section, Project No. FAS 67-A (1).

Five bid proposals and five sets of blueprint plans are being sent under separate cover.

These papers have been revised by elimination of one borrow pit which changed the quantity of truck haul required. Also the item of "Sprinkling" has been increased.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/ER

Encl.

Oregon State Highway Department

Federal Aid Secondary
Project No. FAS 67-A (1)

BEND-BUTLER SECTION OF THE
BUTLER ROAD IN DESCHUTES COUNTY

(Estimate to accompany plans and specifications. Not as basis for project agreement.)

Salem, Oregon, January 25, 1940

(Sta. 0+00 to 297+10)

All Required		Clearing and Grubbing		$ 200.00
64	cu. yds.	Trench Excavation	$ 1.00	64.00
23,800	cu. yds.	Common Excavation	.22	5,236.00
2,900	cu. yds.	Solid Rock Excavation	1.50	4,350.00
20,800	yd. mi.	Truck Haul	.12	2,496.00
5.66	miles	Finishing Roadbed and Slopes	250.00	1,415.00
6	lin. ft.	8" Concrete Pipe	1.00	6.00
140	lin. ft.	12" Concrete Pipe	1.00	140.00
120	lin. ft.	18" Concrete Pipe	2.00	240.00
6	lin. ft.	24" Concrete Pipe	3.00	18.00
20	lin. ft.	8" Corr. Iron Pipe	1.00	20.00
50	lin. ft.	12" Corr. Iron Pipe	1.00	50.00
40	lin. ft.	18" Corr. Iron Pipe	2.00	80.00
15	lin. ft.	36" Corr. Iron Pipe	6.00	90.00
36	lin. ft.	21½" x 13½" Arch Type Corr. Iron Pipe	3.50	126.00
110	lin. ft.	Salvaging Culvert Pipe	1.00	110.00
12	cu. yds.	Class "A" Concrete	25.00	300.00
1,500	lbs.	Metal Reinforcement	.06	90.00
50	only	Wood Sight Posts	2.00	100.00
8,000	cu. yds.	Cinders in Base	.25	2,000.00
7,700	cu. yds.	Gravel in Base	.25	1,925.00
32,900	yd. mi.	Hauling Cinders	.09	2,961.00
25,000	yd. mi.	Hauling Gravel	.10	2,500.00
1,100	M-gals.	Sprinkling	1.25	1,375.00
5.66	miles	Preparation of Base	100.00	566.00
198	tons	SC-2 Road Oil in Place	20.00	3,960.00
630	cu. yds.	3/4" - 0" Cinder Cover Material	1.00	630.00
2,920	yd. mi.	Hauling Cover Material	.10	292.00
			Subtotal	$ 31,340.00
			10% Engr. & Cont.	3,134.00
			Total	$ 34,474.00

Length 5.661 miles
Cost per mile $ 6,089.73

FAS Funds Requested - $ 20,690.00
State Funds - 13,784.00

$ 34,474.00

RECEIVED
JAN 2[illegible]
FOR FILING

2

FAS 67-A-1

January 24, 1940

Mr. W. H. Lynch
District Engineer
Public Roads Administration
P. O. Box 3900
Portland, Oregon

Dear Sir:

We refer to your letter of January 17th, concerning the cinder aggregate proposed to be used in oil treatment work on the Bend-Butler Ranch Project, FAS 67-A (1).

The success which has attended our use of cinders in similar work on the Century Drive near the City of Bend, satisfies us that the use of cinders is entirely practicable, and that if there is any absorption of bituminous binder material by the cinders, the amount is so slight that there is no danger of its being a source of trouble.

The cinder aggregate gives an excellent non-skid texture and is easily finished to a smooth-riding surface.

Cinders are available in only a very limited part of the State, but where they are available, gravel is comparatively scarce and considerably more expensive. Their use is recommended particularly on secondary highways where the volume of traffic is comparatively light and the need of economy is correspondingly great.

We do not propose any general or extensive use of cinders in oiling work, but we are certain that the use of that material on the Bend-Butler Ranch Project is economically sound. If any occasion for a strengthening of the surfacing should arise, we assure you that we will take care of it promptly.

Very truly yours,

R. H. Baldock
State Highway Engineer

cc H. G. Smith
W. E. Chandler

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION
DISTRICT ONE

MONTANA
OREGON
WASHINGTON

POST OFFICE BUILDING
PORTLAND, OREGON

January 17, 1940

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

Reference is made to Mr. Probert's letter of December 26, 1939, transmitting P.S.& E. documents for proposed Oregon Federal Aid Secondary Project FAS 67-A (1), the Bend-Butler Section.

In a preliminary review of the work proposed it is noted that the surfacing is to consist of, first, a 2" course of pit run cinders, second, a 3" course of pit run gravel, and, third, a 1" course of pit run cinders. On this is to be placed two applications of 0.35 gal. of SC-2 per sq. yd. and each application is to receive a cover of 3/4"-0" cinders.

While we understand a similar specification was used by your department on the Century Drive, it would seem that the use of cinders, which would, of course, absorb a considerable quantity of the bituminous binder during an extended period of time, would produce a lean mat which might tend to pothole and ravel as progressive absorption occurs. The porous, pervious cinder aggregate might also tend to permit leakage of surface water through the bituminous mat which would tend to cause mat failure. Also the soft cinder aggregate may wear rapidly under traffic action and tend to produce a mat surface that would be slick and tend to produce skidding.

The test reports of the gravel to be used show that 17.7% is retained on a 2" screen, and it might be possible either to crush or screen sufficient gravel to use as a cover material in lieu of the cinders as specified.

We wish you would give further consideration to this phase of the oiling and advise of your reaction.

Very truly yours,

W H Lynch
W. H. LYNCH
District Engineer

109 - G

C. L. McCAULEY, Sheriff
MABLE G. LIVESAY, County Clerk
RUTH M. SHEARER, Treasurer
J. A. FOUNTAIN, Assessor

C. L. ALLEN, County Judge
WM. J. BAER, Commissioner
E. E. VARCO, Commissioner
WINIFRED FULLINGTON, Nurse

J. A. THOMPSON, School Supt.
BERT C. BOYLAN, District Atty.
R. B. GOULD, Surveyor
C. P. NISWONGER, Coroner

DESCHUTES COUNTY
STATE OF OREGON
BEND, OREGON

January 10, 1940

Hon. Oscar Cutler
Oregon State Highway Commission
Salem, Oregon

RE: Gravel Pit for
Butler Market Road
F A S Project

Dear Mr. Cutler:

In compliance with your request of December 4th in regard to the above matter, beg to say that after many conferences with Mr. C. F. Williamson, we have finally arranged for the gravel asked for on the SW¼SE¼, Section 12, Township 17, Range 12 and the NW¼NE¼, Section 13, Township 17, Range 12. We have agreed to exchange 40 acres of land adjoining Mr. Williamson's land for the right of a two-year lease on this gravel pit site and all of the gravel contained therein.

We have been assured by the attorney and one of the directors of the Central Oregon Irrigation District that they would deed the 40 acres to Mr. Williamson in exchange for the gravel and we will reimburse the Irrigation District if need be. We have always found Mr. Williamson to be a man of his word and we feel sure that as soon as the District Attorney has prepared the proper release from Mr. Williamson, will sign it and forward it to you.

Will be glad to cooperate with you in any way possible in order to get this road under construction this spring.

Yours very truly,

C. L. Allen

C. L. Allen
County Judge

CLA:HA

December 26, 1939

Mr. W. H. Lynch
District Engineer
Public Roads Administration
Post Office Box 3900
Portland, Oregon

Dear Sir:

Herewith are enclosed seven copies of estimate and three copies of right of way statement to accompany plans and specifications for the Bend-Butler Section, Project No. FAS 67-A (1).

Four sets of blueprint plans are being sent under separate cover.

One set of blueprint plans and five bid proposals were sent to you previously by messenger.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Offic Engineer

Dict. by J. W. Nash/GS

Encl.

Oregon State Highway Department

Federal Aid Secondary
Project No. FAS 67-A (1)

BEND-BUTLER SECTION OF THE BUTLER ROAD IN DESCHUTES COUNTY

(Estimate to accompany plans and specifications. Not as basis for project agreement.)

Salem, Oregon, December 26, 1939

(Sta. 0+00 to 297+10)

All Required		Clearing and Grubbing	$ - -	$ 200.00
64	cu. yds.	Trench Excavation	1.00	64.00
23,800	cu. yds.	Common Excavation	.22	5,236.00
2,900	cu. yds.	Solid Rock Excavation	1.50	4,350.00
15,800	yd. mi.	Truck Haul	.12	1,896.00
5.66	miles	Finishing Roadbed and Slopes	250.00	1,415.00
6	lin. ft.	8" Concrete Pipe	1.00	6.00
140	lin. ft.	12" Concrete Pipe	1.00	140.00
120	lin. ft.	18" Concrete Pipe	2.00	240.00
6	lin. ft.	24" Concrete Pipe	3.00	18.00
20	lin. ft.	8" Corr. Iron Pipe	1.00	20.00
50	lin. ft.	12" Corr. Iron Pipe	1.00	50.00
40	lin. ft.	18" Corr. Iron Pipe	2.00	80.00
15	lin. ft.	36" Corr. Iron Pipe	6.00	90.00
36	lin. ft.	21½" x 13½" Arch Type Corr. Iron Pipe	3.50	126.00
110	lin. ft.	Salvaging Culvert Pipe	1.00	110.00
12	cu. yds.	Class "A" Concrete	25.00	300.00
1,500	lbs.	Metal Reinforcement	.06	90.00
50	only	Wood Sight Posts	2.00	100.00
8,000	cu. yds.	Cinders in Base	.25	2,000.00
7,700	cu. yds.	Gravel in Base	.25	1,925.00
32,900	yd. mi.	Hauling Cinders	.09	2,961.00
25,000	yd. mi.	Hauling Gravel	.10	2,500.00
90	M-gals.	Sprinkling	1.50	135.00
5.66	miles	Preparation of Base	100.00	566.00
198	tons	SC-2 Road Oil in Place	20.00	3,960.00
630	cu. yds.	3/4" - 0" Cinder Cover Material	1.00	630.00
2,920	yd. mi.	Hauling Cover Material	.10	292.00
		Subtotal		$ 29,500.00
		10% Engr. & Cont.		2,950.00
		Total		$ 32,450.00

Length 5.661 miles
Cost per mile $ 5,732.20

FAS Funds Requested- -$ 19,470.00
State Funds- 12,980.00

$ 32,450.00

BEND-BUTLER SECTION

PROJECT NO. FAS 67-A (1)

All necessary right of way has been acquired for this project.

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

December 26, 1939

109-6

Salem, Oregon
December 4, 1939

Gravel pit for Butler Market
Road FAS project

Mr. W. E. Chandler
Division Highway Engineer
1290 Wall Street
Bend, Oregon

Dear Sir:

We are enclosing herewith four copies of description, prepared on Oregon State Highway Commission Real Estate Option forms, of the gravel pit required for the construction of the Butler Market Road as an FAS project. Three blueprints showing the location of the site are also enclosed.

I would appreciate it if you will present these to the Deschutes County Court, requesting that they proceed to make arrangements, so that material may be available. It is necessary, of course, that the county provide this gravel pit from county funds. As soon as the right to use the material has been secured by the county, will you please advise.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

Oscar Cutler
Asst. Office Engineer

OC:ME

Encl.

159-6

7594

C. F. Williamson

Butler Market Road

Deschutes

Gravel Pit

A parcel of land lying in the Southwest quarter (SW¼) of the Southeast quarter (SE¼) of Section 12, and in the Northwest quarter (NW¼) of the Northeast quarter (NE¼) of Section 13, Township 17 South, Range 12 East, W. M., Deschutes County, Oregon, and being a portion of the following described property: That tract of land which was conveyed by that certain deed to C. F. Williamson, recorded in Book 52, Page 413 and in Book 56, Page 435 of Deschutes County Record of Deeds; the said parcel being described as follows:

Beginning at the South quarter corner of said Section 12, Township 17 South, Range 12 East, W. M.; thence North along the North and South center line of said Section 12, a distance of 130.0 feet; thence East 100.0 feet; thence South a distance of 330.0 feet; thence West 80.0 feet; thence North along the Easterly right of way line of a county road a distance of 200.0 feet; thence West along the North line of said Section 13, a distance of 20.0 feet to the point of beginning, containing 0.71 acre.

six

Section Butler Market Road Highway Co. Road

Kind of Work ______ Tentative Letting ______ County Desc.

Desc. to Const. Dept. 11-24-39 Plans Rec'd. ______ Desc. to Checker ______

Right of Way Agent Assigned ______ M.P. ______ to M.P. ______

Name of Owner	Action	Kind	Area	Sta. to Sta.	Status	File No.
C.F. Williamson	Co. Purch.	GP	0.71 AC.	SEC 12 & 13 17 S. 12 E.		7594
2.						
3.						
4.						
5.						
6.						
7.						
8.						
9.						
10.						
11.						
12.						
13.						
14.						
15.						
16.						
17.						
18.						
19.						
20.						
21.						
22.						

To be acquired by Desc. County.

Wesson

RECEIVED
NOV 28 1939
RIGHT OF WAY DEPT.

This copy for Cutler when file numbers have been assigned.

109-R

11-15-38

RESOLUTION NO. 1007

WHEREAS, residents along the Butler Market Road have petitioned this County Court to improve and surface that road at an early date, and

WHEREAS, the Federal government is providing funds through the State Highway Commission in cooperation with the state and counties on certain road projects, and it is believed that the Butler Market Road would qualify for Federal aid, and

WHEREAS, the State Highway Commission has viewed this road and has evidenced their willingness to consider the possibility of placing the Butler Market Road on the Federal aid program, and

WHEREAS, the City of Bend has passed a resolution agreeing to contribute the sum of Six Hundred and Fifty Dollars ($650) with which to cooperate in the cost of improving and surfacing that part of this route lying within the city limits of Bend, known as East Eighth Street, therefore

BE IT RESOLVED by this County Court that Five Thousand Dollars ($5,000) be made available to the State Highway Commission from the Road Funds when the Butler Market Road has been improved and hard-surfaced under the above mentioned program.

BE IT FURTHER RESOLVED that this Resolution be entered in the minutes of the County Court by reference number and that the Clerk be and is hereby instructed to deliver to the State Highway Commission a duly certified copy hereof.

Dated this 15th day of November, 1938.

By Order of the County Court of Deschutes County

C. E. Lyon County Judge

M. T. Triplett Commissioner

Wm. J. Baer Commissioner

CONTRACT# 2286

12-1107 Service Creek-Branson Creek Sec.
John Day Highway 1940

2286

RECEIVED
NOV 27 1940
FOR FILING

12-1167

November 23, 1940

Mr. J. C. Compton
Box 86
McMinnville, Oregon

Dear Sir:

At the meeting of the State Highway Commission held on October 11, 1940, the following action was taken on your request for extension of time:

> "J. C. Compton, Contract No. 2286, for oiling the Service Creek-Branson Creek Section of the John Day Highway, in Grant and Wheeler Counties, requested an extension of time of 3 days, from July 31 to August 3, 1940, within which to complete this job. He gave no reason for failure to complete the project within the specified time limit. The Engineer advised that the 3-day overrun of time limit was occasioned by the fact that he ordered the contractor to place the binder course on the Union-Catherine Creek Project, in Baker County, where the roadbed was ravelling badly, before doing the oiling work on the Service Creek-Branson Creek project. He recommended, in view of the circumstances and for the further reason that the traveling public has not been inconvenienced by the delay, that the extension of time now requested be granted without penalty. The Commission approved the recommendation."

Very truly yours,

STATE HIGHWAY COMMISSION

By
Secretary

MBL

cc - W. C. Williams

RECEIVED
OCT 22 1940
FOR FILING

12-1157

October 21, 1940

UNITED PACIFIC INSURANCE COMPANY
Jo Stroyan, Local Agent
Board of Trade Building
Portland, Oregon

Gentlemen:

You are hereby notified that State Highway Contract No. 2286, for oiling on the Service Creek-Branson Creek Section of the John Day Highway, in Grant and Wheeler Counties, has been completed by the contractor, J. C. Compton, and that final settlement will be made by the state with said contractor, for work done under said contract, on or after October 31, 1940.

The state is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unpaid, and you are advised that the state assumes no responsibility for any such claims should there be any.

This notice is served upon you since you appear as surety on the bond furnished by the above contractor. Kindly acknowledge receipt of this letter.

For your information we wish to advise that the total amount paid the contractor in connection with this contract will be $11,698.79, and that no force account work was performed therein.

Very truly yours,

STATE HIGHWAY COMMISSION
By

Secretary

DGD:MBL

NOTED
D. G. DeSart

R W Baldock

RECEIVED
OCT 15
FOR FILING

12-1107

October 22nd, 1940

COST ANALYSIS-FINAL REPORT

John Day Highway, Service Creek-Branson Creek Section
Contract 2286 Prefix 12-1107
J. C. Compton, Contractor
E. F. Chidsey, Resident Engineer

Item	Cost	Quantity	Unit Cost	Unit Bid	Gross Revenue
Preparation of Base	$273.33	27.17 Miles	10.06	25.00	$679.25
Placing Min. Aggregate	2,262.74	4,355 cu. yd.	0.52	0.60	2,613.00
Hauling " "	1,260.83	8,899 yd. mi.	0.14	0.09	800.91
SC-6 Road Oil in Place	7,903.79	366.27 Tons	21.58	20.50	7,508.54
PA #1, SC-6 Road Oil in Bbls.	97.09	5.58 "	17.40	17.40	97.09
	$11,797.78				$11,698.79

Total Cost	$11,797.78
Gross Revenue	11,698.79
Net Loss	$98.99

Net Loss Equals 0.8% of Gross Revenue

NOTED
State Highway Engineer

R W Baldock

RECEIVED
OCT 15, [illegible]
FOR FILING

12-1107

October 22nd, 1940

COST ANALYSIS-FINAL REPORT

John Day Highway, Service Creek-Branson Creek Section
Contract 2286 Prefix 12-1107
J. C. Compton, Contractor
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Hauling " "	1,260.83	8,899 yd. mi.	0.14	0.09	800.91
SC-6 Road Oil in Place	7,903.79	366.27 Tons	21.58	20.50	7,508.54
PA #1, SC-6 Road Oil in Bbls.	97.09	5.58 "	17.40	17.40	97.09
	$11,797.78				$11,698.79

Total Cost	$11,797.78
Gross Revenue	11,698.79
Net Loss	$98.99

Net Loss Equals 0.8% of Gross Revenue

NOTED
State Highway Engineer

Service Creek-Branson Creek

Detail of Cost

Labor:			
Supervision (Supt. & Tmkpr.)		$98.07	
Labor		1,812.01	
State Industrial Accident Insurance		97.55	
Social Security & Unemployment Insurance		76.40	$2,084.03
Materials:			
SC-6 Road Oil	269.16 Tons at $3.00	$807.57	
" " "	102.66 " " 4.70	482.50	
Freight on Road Oil		4,062.01	5,352.08
Equipment Rental, Supplies & Miscellaneous:			
Equipment Rental		$2,070.00	
Gas, Oil and Grease		940.30	
Small Tools, Supplies & Misc.		461.84	
Moving In		440.00	
Overhead Expense		98.56	
Bond		116.99	
Home Office - 2% of Gross Revenue		233.98	4,361.67
			$11,797.78

Breakdown of Oiling Costs

	Cost	Quantity	Unit Cost
Heat	$410.32	366.27 Tons	$1.12
Haul (Aver. = 62 Miles)	1,192.21	" "	3.26
Spread	468.91	" "	1.28
Traffic Control	129.12	" "	0.35
Overhead & Proratable Expense	431.45	" "	1.18
SC-6 Road Oil	5,271.78	" "	14.39
	$7,903.79	366.27 Tons	$21.58

Breakdown of Mineral Aggregate Costs

	Cost	Quantity	Unit Cost
Load	$675.73	4,355 cu. yd.	$0.155
Spread	461.21	" " "	0.106
Blade	468.70	" " "	0.108
Roll	338.10	" " "	0.078
Overhead & Proratable Expense	319.00	" " "	0.073
	$2,262.74	4,355 cu. yd.	$0.520

Service Creek-Branson Creek

REMARKS:

This contract consisted of the application of 27.17 miles of oil mat surface treatment (Type 0-30 Modified). It was bid and awarded on February 16th, 1940; work was started July 29th, and finished August 3rd.

The base required very little preparation and resulted in low cost. The oil was shipped in to Condon, where it was heated and subsequently hauled to the job, an average distance of 62 miles. Two distributors were used, and this speeded up operations.

This job was bid too low. The low price on oil, plus the fast and efficient prosecution of the work tended, however, to keep the costs to a minimum.

E. H. Clymer
Cost Analyst

By . . Henry Jullum

12-1107

RECEIVED
SEP 21 1940
FOR FIL

RECEIVED

UNITED PACIFIC
Insurance Company
EXCHANGE BUILDING
SEATTLE, WASHINGTON

September 3, 1940

Mr. W. C. Williams, Division Engineer,
LaGrande, Oregon.

Re. Contract No. 2886 - Service Creek -
Branson Creek Section, John Day Highway
J. C. COMPTON - Our bond No. 33717

Dear Sir:

We are advised that Mr. J. C. Compton has requested an extension of time for completion of the captioned contract.

United Pacific Insurance Company, as surety on its above bond guaranteeing completion of the above contract, hereby joins in such request for extension of time and agrees that such extension, if granted, will in nowise alter or effect the liability under our bond.

Very truly yours,

UNITED PACIFIC INSURANCE COMPANY

Joe Price

Joe Price. Attorney-in-fact

JP;vb

cc: Mr. H. B. Glaisyer, Secretary
Oregon State Highway Commission
Salem, Oregon.

cc: Mr. J. C. Compton
McMinnville, Oregon

Extra Copy
D.O.W.

RECEIVED
AUG 29 1940
FOR FILING

12-1107

August 28, 1940

United Pacific Insurance Co.
Jo Stroyan, Agent
Board of Trade Building
Portland, Oregon

Gentlemen:

You are advised that it is the intention of the State Highway Commission to make semi-final payment to J. C. Compton, on Contract No. 2286, for 27.17 miles of oiling on the Service Creek-Branson Creek Section, John Day Highway, in Grant and Wheeler Counties. This payment will be made on or after September 7, 1940.

Kindly acknowledge receipt of this letter.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

By

Secretary

RS

NOTED
D. G. DeSart

Form E-1—5M—9-39

RECEIVED
AUG 12 1940

OREGON STATE HIGHWAY COMMISSION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY

No. 1

For Week Ending August 3, 1940, 19

Section Service Creek - Branson Creek

Kind of work Oiling

Highway John Day

Section prefix 12-1107

Contractor J. C. Compton

Contract number 2286

Date of contract 2-16-40, 19

Date of completion 7-31-, 19 40

Date work started July 29, 1940

Estimated date of completion August 3, 19 40

Amount of contract $ 11,804.25

Per cent of time elapsed 100 %

Estimated cost of completed project, exclusive of engineering $ 11,804.25

Per cent of contract completed, based on total contract price 100 %

Engineering cost to date, $ 700.00, 5.9 %

Date project was completed August 3, 19 40

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

The contractor started and finished this project this week. Work was started on Monday of this week and was completed on Saturday at about 5.P.M. The contractor is leaving one blade to maintain the job for the next week.

Signed

Address Juntura Oregon

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project				27.17	
Miles partially completed					
Miles completed				27.17	
Total estimated quantities					
Estimated quantities moved or placed to date				-	
Average daily quantities				5.5 miles	
Average daily quantities necessary to complete project on time					
Number shifts per day				2	
Hours per shift				8	
Average force on project for week				35	

Percentages of men employed on contract to be secured from:

.... County, ...%; .... County, ...%; .... County, ...%; .... County, ...%

	NUMBER USED AND SECURED FROM					CONTRACTOR'S KEY MEN, ETC.	TOTAL
	COUNTY	COUNTY	COUNTY	COUNTY	OTHER SOURCES		
Men							
Men and teams							
Men and trucks under 3 tons							
Men and trucks over 3 tons							
Men and tractors							

Equipment used during week: Shovels 2, Power graders 3, Rollers 2, Mixers ...., Crushing or screening plants ....,

Compressors ...., Bulldozers ...., Sheet-foot rollers ...., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday	Weather clear and very warm all week. No lost time.		
Monday			
Tuesday			
Wednesday			
Thursday			
Friday			
Saturday			

RECEIVED
AUG 12 1940
FOR FILING

12-11-7

August 12, 1940

Standard Oil Company of California
Old National Bank Building
Spokane, Washington

Attention: A. H. Crawford, Credit Division

Gentlemen:

This will acknowledge receipt of your communication of August 9 and advise that J. C. Compton's contract No. 2286 for oiling the Service Creek-Branson Creek Section of the John Day Highway, in Grant and Wheeler Counties, has not been accepted by the State Highway Commission.

Although we have no official notice from the field we understand that this job was completed about August 3, 1940.

Very truly yours,

STATE HIGHWAY COMMISSION

By

DD:AM Secretary

RECEIVED
AUG 12 1940
FOR FILING

RECEIVED

STANDARD OIL COMPANY OF CALIFORNIA

SALES DEPARTMENT
R. T. VIVIAN
DISTRICT SALES MANAGER
C. C. CARPENTER
E. W. ENDTER
ASSISTANT DISTRICT SALES MANAGERS

OFFICE
OLD NATIONAL BANK BLDG.
422 RIVERSIDE AVE.
P. O. BOX 1495

SPOKANE, WASH.

12-11 7

August 9, 1 9 4 0

J. C. Compton & Company
Contract No. 2286

(Schmeer & Williams Bros.
3233 N.E. 12th Ave., Portland, Ore.
Sub-contractors)

State Highway Commission
Salem,
Oregon

Gentlemen: Attention: Mr. H.B.Glaisyer,
Secretary

We will appreciate being informed whether or not the subject job has been completed and accepted.

The courtesy of an early reply will be most certainly appreciated.

Sincerely yours,

STANDARD OIL COMPANY OF CALIFORNIA
R.T.Vivian-District Sales Manger

By A.H.Crawford
Credit Division

8.3

AHC:SS

12-1107

March 11, 1940

Mr. J. C. Compton
McMinnville, Oregon

Dear Sir:

We are sending you today by express a copy of each of the following contracts which were awarded to you on February 16 by the State Highway Commission:

Service Creek-Branson Creek Section of the John Day Highway in Grant and Wheeler Counties - oiling. Contract No. 2286.

Union--Catherine Creek Section of the Medical Springs Secondary Highway, in Union County - oiling. Contract No. 2289.

These copies are fully executed and are for your records and files. We are also sending executed copies to the sureties on your bonds in connection with these contracts.

Very truly yours,

STATE HIGHWAY COMMISSION
By

Secretary

MBL

February 24, 1940

Mr. Moss T. Compton

McMinnville, Oregon

Dear Sir:

I have just received your letter of February 22 stating that Mr. J. C. Compton is out of the state, hence it will not be possible to secure his signature to Contracts No. 2289 and No. 2286 within the specified ten-day limit; also requesting a 10-day extension of time in which to secure his signature.

We will be pleased to grant you this extension.

Very truly yours,

HBG:AM

Secretary

J. C. COMPTON
HIGHWAY CONSTRUCTION GENERAL CONTRACTOR
HOME OFFICE—TELEPHONE 106
McMINNVILLE, OREGON

February 22, 1940

H. B. Glaisyer, Secretary
State Highway Commission
Salem, Oregon

Dear Mr. Glaisyer:

We received copies of Contract No. 2289 and Contract No. 2286 to be executed as to agreement and bond. Mr. J. C. Compton is out of the state and will not return within the ten day limit in which the contracts are to be signed and we therefore request a ten day extention. Your consideration in this matter will be greatly appreciated.

Yours very truly,
J. C. COMPTON
Moss T. Compton
By: MOSS T. COMPTON

MTC JM

ANSWERED
H. B. GLAISYER

12-1107 February 20, 1940

Mr. J. C. Compton
McMinnville, Oregon

Dear Sir:

We are sending you today by express four copies of Contract No. 2286 which was awarded to you by the State Highway Commission on February 16, covering the oiling of the Service Creek-Branson Creek Section of the John Day Highway, in Grant and Wheeler Counties.

Kindly execute all four copies of this contract as to agreement and bond and return them to this office for approval by the State Highway Commission. When this has been done a fully executed copy will be returned to you for your records and files. We will also send an executed copy to the surety on your bond.

Your special attention is called to the paragraph under Section 5 (page 14) of the printed General Provisions, relating to the Workmen's Compensation Act. You will be expected to accept the terms of this Act and to carry on your work under this contract in strict conformity thereto.

Your attention is also called to the mimeographed page immediately following page No. 14, relating to payment by the contractor of amounts due hospital associations, et cetera.

Very truly yours,

STATE HIGHWAY COMMISSION
By

Secretary

MBL

12-1127

February 17, 1940

Mr. J. C. Compton

McMinnville, Oregon

Dear Sir:

The State Highway Commission on February 16, 1940, awarded you the contract for 27.17 miles oiling on the Service Creek-Branson Creek Section of the John Day Highway, in Grant and Wheeler Counties. This award was based on your low bid of $11,804.25 submitted on that date.

Contract forms will be sent to you for execution within the next few days.

Very truly yours,

AH

Secretary

cc - Mr. S. H. Porbert
Mr. C. S. Paxson

CONTRACT# [redacted] 2287

FAS 239-D-1 Lick Cr.-Salt Cr. Sec., 1940
Little Butte Secon. Hwy.

2287

RECEIVED
APR 1 1941
FOR FILING

FAS 339-[illegible]-1

April 1, 1941

Norris Bros.

Burlington, Washington

Gentlemen:

At the meeting of the State Highway Commission held on December 18, the following action was taken on your request for extension of time:

Norris Bros., contract No. 2287, for surfacing and oiling the Lick Creek-Salt Creek Section of the Little Butte Secondary Highway, in Jackson County, requested an extension of time from September 15, 1940, to October 10, 1940, within which to complete this project. They gave unfavorable weather as the reason for failure to complete the work within the specified time limit. The Engineer advised that this project was let on February 16, 1940, and the completion date was designated as July 31, 1940; however the contractor did not begin operations until July 8, 1940. An extension of 45 days was grantedby the Commission on October 11, 1940, subject to the payment of all engineering costs incurred after the specified date of completion. The Engineer recommended, in accordance with an understanding reached with Norris Brothers at a previous Commission meeting, that they be charged with 50% of the engineering expense incurred on the project subsequent to the original date of completion, July 31, 1940. A letter was presented from the Public Roads Administration agreeing to this second extension with the understanding that the full engineering penalty be assessed against the contract. The Commission approved the Engineer's recommendation unanimously.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

By

Secretary

PO

cc Mr. K. D. Lytle
Roseburg, Oregon

6

R.H. Baldock

March 4th, 1941

-39-C-1

FINAL COST ANALYSIS
Lick Creek-Salt Creek Section
Little Butte Secondary in Jackson County
Contract 2287 Prefix 115-1010

Norris Bros., Contractors C. C. Gall, Resident Engineer

Item	Cost	Quantity	Unit Cost	Unit Bid	Gross Revenue
4"-2" Rock in Base	$8,375.88	4,478 cu. yd.	$1.870	$1.30	$5,821.40
3/4"-0" Rock in Base & Shldrs.	4,908.04	2,624 " "	1.870	1.30	3,411.20
Sprinkling	397.66	396 M-Gal.	1.00	1.50	594.00
Preparation of Base	452.50	2.54 Mi.	178.15	100.00	254.00
Mineral Aggregate in Place	4,061.89	1,436.75 cu. yd.	2.827	2.50	3,591.88
Asphalt in Place	1,737.63	94.725 Ton	18.34	20.00	1,894.50
RC-3 Asphalt in Seal Coat	541.65	29.527 "	18.34	20.00	590.54
1¼"-3/4" Cr. Rock in S.P.	810.04	562.7 cu. yd.	1.440	1.58	889.07
3/4"-½" " " " "	2,210.66	1,521.5 " "	1.453	1.58	2,403.97
½"-¼" " " " "	1,632.24	1,123.4 " "	1.453	1.58	1,774.97
¼"-#10 " " " "	653.82	450.0 " "	1.453	1.58	711.00
Screen Rejections	14.15	56.6 " "	0.25	0.25	14.15
PA #1, Barreling Excess Oil	193.95	15.32 Ton	12.66	12.70	194.56
	$25,990.11				$22,145.24

Total Cost	$25,990.11
Gross Revenue	22,145.24
Net Loss	$3,844.87

Net Loss Equals 17.36% of Gross Revenue

NOTED
State Highway Engineer

Contract 2287

Details of Cost

Labor:

Supervision	$416.25	
Labor	8,492.70	
State Industrial Accident	267.27	
Unemployment Compensation	267.27	
Old Age Benefit	89.09	
		$9,532.58

Materials:

Asphalt - 109.082 Tons at $3.70 f.o.b. Richmond, California	$403.60	
Frt. on Asphalt - 109.082 Ton at $7.00 Delivered at Central Point	763.58	
RC-3 Asphalt - 30.49 Ton at $3.70 f.o.b. Richmond, California	112.81	
Frt. on RC-3 Asphalt - 30.490 Ton at $7.00 Delivered at Central Point	213.43	
		1,493.42

Miscellaneous:

Equipment Rental (Incl. Repairs)	$7,215.90	
Gas, Oil and Grease	4,262.60	
Explosives	1,214.00	
Move In and Set Up	500.00	
Miscellaneous Expense	442.90	
Overhead Expense	515.02	
Home Office Expense	592.24	
Bond	221.45	
		14,964.11
Total Cost		$25,990.11

Contract 2287

Analysis of Crushing Cost

Base Rock 4"-2" and 3/4"-0" & Cr. Rock 1¼"-3/4"

	Cost	Quantity	Unit Cost
Move In and Set Up	$1,498.34	7,664.7 cu. yds.	$0.1955
Drill and Shoot	1,647.12	" " "	0.2149
Load Quarry Material	1,316.92	" " "	0.1718
Haul Quarry to Plant	1,004.33	" " "	0.1310
Plant Operation	2,990.75	" " "	0.3902
Cost in Bunker	$8,457.46	7,664.7 cu. yds.	$1.1034

Crushed Rock for Stockpiles & Mineral Aggregate

	Cost	Quantity	Unit Cost
Move In and Set Up	$896.93	4,531.65 cu. yds.	$0.1979
Drill and Shoot	986.00	" " "	0.2176
Load Quarry Material	813.68	" " "	0.1796
Haul Quarry to Plant	534.27	" " "	0.1179
Plant Operation	1,669.97	" " "	0.3685
Cost in Bunker	$4,900.85	4,531.65 cu. yds.	$1.0815

The contractor moved in and started plant erection and drilling a coyote hole in the quarry on July 8th, 1940. These operations were completed in two weeks, and crushing was started on July 22nd, producing 4"-2" and 3/4"-0" and one size of crushed rock for stockpiles, 1¼"-3/4". The base rock was hauled to a stockpile about ½-mile west of the west end of the job, and the 1¼"-3/4" was placed in designated stockpiles. The quarry was fouled with overburden when the coyote hole was shot, and quarry operation was made more difficult when it became necessary to avoid the overburden and other deposits of unsuitable rock. An excess of 1,500 cu. yd. of 1¼"-3/4" rock was produced and stockpiled at the plant to be recrushed when producing mineral aggregates.

On August 9th, the base rock was all crushed and in stockpile, and production was started on crushed rock in stockpiles and mineral aggregate. This operation was completed on August 21st. The plant operating 304½ hours produced 7,664.7 cu. yd. of base rock and 1¼"-3/4" crushed rock at an average rate of 25 cu. yds. per hour. 168-2/3 Hours were required to produce 4,588¼ cu. yds. of crushed rock in stockpile and mineral aggregate at an average rate of 27 cu. yds. per hour. The increased rate of production over base rock was due to reaching better quarry material and using the excess of 1¼"-3/4" rock resulting from base rock production. The plant consisted of a 10" gyratory and a 36" cone crusher, a 4' x 10' Pioneer 4-deck screen, 200 ft. of conveyor belt and was powered by an 80 h.p. and a 120 h.p. cat engine. A 3/4-yard shovel and two trucks were used in the quarry.

Contract 2287

REMARKS:

This was a "Federal Aid Secondary Project" and consisted of construction of 2.54 miles of crushed rock base, application of 2.54 miles of oil mat surface treatment (Type 0-11 Modified), furnishing 3,650 cu. yd. of crushed rock in stockpiles and other incidental work. The contract was bid and awarded February 16th, 1940. Work was started July 8th, and completed October 5th, 1940.

All crushed rock was produced and placed in stockpiles. The base rock was picked up by a 3/4-yard shovel, loaded in trucks and placed on the road. The shovel handled 7,102 cu. yd. in 148 hours averaging 48 cu. yd. per hour. A motor patrol blade and a 10-ton roller spread and compacted the base. The haul averaged 1-3/4 miles. Sprinkling was done with a 1000-gal. water truck.

Asphalt and RC-3 cutback were heated at Central Point and hauled 15 miles in two 1,000-gal. transports. Spreading was done with a 1,100-gal. distributor. Eight days were required to lay the 94.725 T of asphalt, and after a wait of a week one day was required to lay the 29.527 Tons of RC-3 asphalt in the seal coat. Oiling operations were done rapidly and efficiently.

The quarry on this job was difficult to work, and crusher operation was low on base rock. Stockpiling the base rock and rehandling proved expensive. The bid prices were not high enough to allow for this method of handling, and the job showed a loss to the contractor, the most of the loss coming from the base rock items.

E. H. Clymer
Cost Analyst

By . . M. G. Smith

RECEIVED
JAN 3 - 1941
FOR FILING

FAS 239-D-1

January 2, 1941

United Pacific Insurance Company
Jn Stroyan, Agent
Board of Trade Building
Portland, Oregon

Gentlemen:

You are advised that state highway contract No. 2287 for surfacing and oiling the Lick Creek-Salt Creek Section of the Little Butte Secondary Highway, in Jackson County, has been completed and that final payment to the contractor, Norris Bros., will be made on or after January 13, 1941.

The state is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the state assumes no responsibility for any such claims should there be any.

This notice is served upon you since you appear as surety on the bond furnished by the contractor. Kindly acknowledge receipt of this letter.

For your information we wish to advise that the total amount paid the contractor in connection with this contract will be $21,669.76 and that no force account work was performed therein.

Very truly yours,

STATE HIGHWAY COMMISSION

By

Secretary

DD:AM

NOTED
D. G. D[illegible]

a

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DEC 10 1940
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FAS 239-C-1

December 9, 1940

Bruce Bauer Lumber Company
Medford, Oregon

Gentlemen:

This will acknowledge receipt of your letter of December 7 and advise that final payment has not yet been made on either one of Norris Brothers' contracts.

The final on No. 2223, for surfacing and oiling the Butte Falls Section of the Butte Falls County Road, will probably be made within the next two or three weeks. Final on contract No. 2287, for surfacing and oiling the Lick Creek-Salt Creek Section of the Little Butte Secondary Highway, will probably be made within the next four or five weeks.

Yours very truly,

OREGON STATE HIGHWAY COMMISSION

By

DOD:RS

Secretary

RECEIVED
NOV 27 1940
FOR FILING

140-2-1-L-1

November 23, 1940

NORRIS BROS.
702 Hoge Building
Seattle, Washington

Gentlemen:

At the meeting of the State Highway Commission held on October 11, 1940, the following action was taken on your request for an extension of time:

> "Norris Bros., Contract No. 2287, for surfacing and oiling the Lick Creek-Salt Creek Section of the Little Butte Secondary Highway, in Jackson County, requested an extension of time of 45 days, from July 31 to September 14, 1940, within which to complete this job. They attributed their failure to complete the project within the specified time limit to difficulty encountered by Rogers Construction Company, subcontractors, in working their gravel pit in connection with the Butte Falls project, State Highway Contract No. 2223, and to bad weather condirions during April and May, which prohibited the moving of heavy crushing equipment to the job. The Engineer advised that this contract was awarded on February 16, 1940, and provided that the work should be done by July 31, 1940; however, the contractors did not start operations until July 8, 1940, the reason being that they contracted to do more work than they could handle expeditiously. He said that he knows of no reason why the contract should not have been completed within the specified time limit and recommended the granting of the extension of time now requested subject to the condition that the contractor reimburse the state for engineering expense incurred subsequent to the specified date of completion. A letter was presented from the Public Roads Administration concurring therein. The Commission approved the recommendation."

Very truly yours,

STATE HIGHWAY COMMISSION

By

Secretary

cc - K. D. Lytle

MEL

FS 239-D-1

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

IN YOUR REPLY PLEASE
REFER TO FILE No.

POST OFFICE BUILDING
PORTLAND, OREGON

Stencil No. 8.

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION

November 8, 1940

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

Final inspection of Oregon FAS 239-D (1), Lick Creek-Salt Creek Section of the Little Butte Highway ______, was made by a representative of this office on October 16, 1940. Prompt submission of the final voucher will be appreciated.

Very truly yours,

W. H. LYNCH
District Engineer

By L. J. Caufield
L. J. Caufield
Sr. Highway Engineer

Ira

RECEIVED

November 1, 1940

Rogers Construction Co.
Dayton, Washington

Attention: Mr. Donald Rogers

Gentlemen:

I have been informed by Mr. Russell Olson of Norris Brothers that you desire to appear before the State Highway Commission at its next meeting relative to the penalties that have been imposed upon Norris Brothers for failure to complete the Butte Falls Project, Contract No. 2223, and the Lick Creek-Salt Creek Project, Contract No. 2287, within the time limit specified on these contracts. The Highway Commission will be pleased to give you a hearing on this matter.

The next regular meeting of the Commission is scheduled to be held in Portland on Tuesday, November 12, 1940, and the meeting place, as usual, is in the auditorium on the third floor of the Public Service Building. I have scheduled your appearance before the Commission at 3:20 p. m. on that day which I trust is satisfactory.

Very truly yours,

HBG:AM

Secretary.

cc - Mr. Russell Olson
c/O Norris Brothers
Burlington, Washington

Contract No. 2287, with Norris Brothers, for 2.54 miles surfacing and oiling on the Lick Creek-Salt Creek Section of the Little Butte Secondary Highway, in Jackson County, was awarded February 16, 1940; completed October 5, 1940. Specified date of completion was July 31, 1940, which was extended to September 14, 1940, at the meeting of October 11, with the stipulation that the contractor pay all engineering costs after the date of completion.

No action has been taken on the remainder of the over-run in time - namely, from September 14 to October 5, 1940.

D

Salem

Form E-30—Revised—25M—0-30

OREGON STATE HIGHWAY COMMISSION
INTER-DEPARTMENT CORRESPONDENCE

C
O
P
Y

Roseburg, Oregon
August 13, 1940

Subject: 115-1010

To: H. G. Smith
Construction Engineer

Dear Sir:

Herewith application made by Norris Bros. for an extension of time of 45 days on the Lick Creek-Salt Creek Section of the Little Butte Secondary Highway, contract 2287.

This project was let February 16, 1940 and work started on July 8th. Inasmuch as the contractor delayed starting the work for such a long period of time, I am unable to make any recommendations other than that the request be granted subject to the payment of engineering expenses. The reason for this delay was that the Norris Bros. took more work than they could handle within the time limit.

O.K. - H. G. SMITH

The consent of the surety for this extension is also included.

Very truly yours,

(Sgd) K. D. LYTLE
Division Engineer

KDL:G
encs

Approved by Highway Commission
Date: October 11, 1940
(Sgd) H. B. Glaisyer
Secretary

Contract No. 2287 Project Designation FAS 239-D-1
Specified Date of Completion: 7-31-40
Previously Extended To: None
This Extension Will Make Completion Date: 9-14-40

Salem, O[illegible]n, November 6, 1940

Norris Bros.

Burlington, Washington

To OREGON STATE HIGHWAY COMMISSION, Dr.

Invoice No.

Engineering expense chargeable to the contractor, due to his failure to complete the Lick Creek-Salt Creek Project within the time specified.

Salaries, August 1, 1940 to October 5, 1940, Incl.

	Rate	Aug. (days)	Sept. (days)	Oct. (days)	Total (days)	Amount
C. C. Gall, Res. Engineer	$250.00	8	9	1	18	$ 147.58
Russell V. Ayres, Mat'ls Insp.	100.00	-	-	1	1	3.23
Henry E. Gale, St. Insp.	150.00	31	8	-	39	190.00
Melbourne J. Myers, Mat'ls Insp.	100.00	31	13	-	44	143.33
John C. Stewart, Chainman	100.00	3	6	-	9	29.68
George T. Strong, Mat'ls Insp.	100.00	31	27	-	58	190.00
Charles E. Thompson, Computer	150.00	1	10	2	13	64.52
Walter T. Wright, Stake Artist	90.00	3	5	-	8	23.71
Hilbert Young, Transitman	170.00	3	5	-	8	44.78
Total Labor - - - - - - - - - - - - - - - - - - -						$ 836.83
State Industrial Accident Insurance at .90 less 20%						6.02
Total -						$ 842.85

The above amount to be deducted
from the contractor's final payment
on Contract No. 2287, Prefix 115-1010

Credit 115-1010-900

Form E-1—5M—5-40

7118234 D-1

OREGON STATE HIGHWAY COMMISSION
FIELD ENGINEER'S WEEKLY REPORT
FOR CONSTRUCTION PROJECTS ONLY

For Week Ending Oct. 12, 1940, 19

Section Lick Creek - Salt Creek

Kind of work Surface & Oil

Highway Little Butte Secondary

Section prefix 115 - 1010

Contractor Norris Bros.

Contract number 2287

Date of contract Feb. 16, 1940, 19

Date of completion July 31, 1940, 19

Date work started July 8, 1940, 19

Estimated date of completion Oct. 17, 1940, 19

Amount of contract . . . . . . $ 21,032.00

Per cent of time elapsed 100+ %

Estimated cost of completed project, exclusive of engineering . . . . $ 21,032.00

Per cent of contract completed, based on total contract price . . . . 100 %

Engineering cost to date, $ 1,252.92, 5.96 %

Date project was completed October 5th, 1940, 19

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

All notes and records compiled for the semi-final estimate but it cannot be completed until price agreement for barreling excess road oil has been signed by the contractor.

NOTED

NOTED
RAY WEBBER

Signed C.C.Gall Res. Eng.

Address Grants Pass, Oregon.

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project		2.54		2.54	
Miles partially completed	m	2.54		2.54	
Miles completed		2.54		2.54	
Total estimated quantities		7,000	2,850	I,550	
Estimated quantities moved or placed to date		All	all	all	
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day				~~I~~	
Hours per shift				~~6~~	
Average force on project for week				~~I~~	

Percentages of men employed on contract to be secured from:

.... County, ...%; .... County, ...%; .... County, ...%; .... County, ...%

	NUMBER USED AND SECURED FROM					CONTRACTOR'S KEY MEN, ETC.	TOTAL
	COUNTY	COUNTY	COUNTY	COUNTY	OTHER SOURCES		
Men							
Men and teams							
Men and trucks under 3 tons							
Men and trucks over 3 tons							
Men and tractors							

Equipment used during week: Shovels ...., Power graders I, Rollers ...., Mixers ...., Crushing or screening plants ....,

Compressors ...., Bulldozers ...., Sheet-foot rollers ...., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday	Clear		
Monday	"		
Tuesday	"		
Wednesday	"		
Thursday	"		
Friday	"		
Saturday	"		

STATE PRINTING DEPT.

RECEIVED
AUG 13 1940

FAS 239-D-1

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

STATE HIGHWAY

POST OFFICE BUILDING
PORTLAND, OREGON

Stencil No. 124

IN YOUR REPLY PLEASE
REFER TO FILE No. Ore. FAS 239-D (1)
Lick Cr.-Salt Cr. Sec.
Little Butte Sec. Hwy.

July 25, 1940

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

We are forwarding herewith, for your files, an executed copy of the ____________________ project agreement and certificate for the above numbered project.

Very truly yours,

W. H. LYNCH
District Engineer

By L. J. Caufield
L. J. Caufield
Sr. Highway Engineer

Encls.

Wa4pr-6370

Form P. R. 2

State Oregon

Federal Aid Secondary Project No. FAS 230-D(1)

PROJECT AGREEMENT

MEMORANDUM OF AGREEMENT made this 7th day of June, 1940 by and between the Oregon State Highway Commission, constituting for the purpose hereof, the Highway Department of the State of Oregon hereinafter called the Highway Department, and the Federal Works Administrator, hereinafter called the Administrator, under and pursuant to the provisions of the act of Congress approved July 11, 1916 (39 Stat., 355), entitled "An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes," and of the act approved November 9, 1921 (42 Stat., 212), entitled "An Act to amend the Act entitled 'An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes,' approved July 11, 1916, as amended and supplemented, and for other purposes," and acts amendatory thereof or supplementary thereto; particularly Section 7 of the Act approved June 16, 1936, 49 Stat. 1521 (Public No. 686, 74th Congress);

Whereas the Highway Department of said State submitted on the 8th day of June, 1937, a revised project statement, which was approved on the 9th day of August, 1937, for the proposed construction of a project consisting of the road hereinafter described; and

Whereas the Highway Department, in accordance with the rules and regulations promulgated for the administration of the Federal Highway Act, has furnished surveys, plans, specifications, and estimates for Section D(1) of said project which were recommended for approval by the District Engineer of the Public Roads Administration on the 28th day of January 1940; and

Whereas the Administrator has certified to the Secretary of the Treasury his approval of said surveys, plans, specifications, and estimates, and the sum of Ten thousand, nine hundred ten and 00/100 dollars ($10,910.00) as the share of the United States payable under said act on account of Section D(1) of said project, which does not exceed the authorized Federal pro rata share of the approved total estimated cost thereof:

Now, therefore, in consideration of the premises and of the several promises to be faithfully performed by each, as hereinafter set forth, the Highway Department and the Administrator do hereby mutually agree as follows:

16—11379

FUNDS AT THE DISPOSAL OF THE HIGHWAY DEPARTMENT

ARTICLE I. Funds for the use of the Highway Department in the construction of said project have been made available in the following manner, to wit:

(a) By the State from Chap. 175, laws 1917; Chap. 51, laws 1920; Chap. 329, laws 1930. (Include date and citation of act of legislature by which authorized)

(b) From other sources (State how placed under direct control of Highway Department)

ROAD EMBRACED IN PROJECT

ARTICLE II. This agreement covers the following highway as described in detail in said surveys, plans, and specifications:

Between survey station 345+00 in the NW 1/4 of Section 10, T. 36 S., R. 1 E., W.M., the east end of Section C of said project, and survey station 477+00 in the SE 1/4 of Section 13, T. 36 S., R. 1 E., W.M., length 2.537 miles, in Jackson County, being Section D(1) of Oregon Federal Aid Secondary project No. FAS 230, consisting of 2.537 miles of roadway and no bridges, [illegible] of more than 20 feet clear span.

[redacted]

16—11379 GPO

CHARACTER AND METHOD OF CONSTRUCTION

ARTICLE III. The Highway Department will construct or cause to be constructed to final completion said project, in strict compliance with said plans and specifications, which are made a part hereof, under its direct supervision, which shall include adequate inspection throughout the course of construction, subject at all times to inspection and approval by the Administrator or his agents, and in accordance with the laws of said State, the rules and regulations of the Administrator, and the following conditions:

(*a*) It is agreed that the construction work on the project shall be performed by contract, unless the performance thereof by force account shall be approved by the Administrator or his authorized representatives. Such construction work as may be performed by force account shall be paid for on the basis of the units of work performed at the unit prices set forth in the estimate as approved by the Administrator, except that where the total actual cost is ascertained to be less than the estimate so approved the total Federal payments shall not exceed the Federal pro rata share of such total actual cost.

UNITED STATES PRO RATA SHARE OF THE COST OF SAID PROJECT

ARTICLE IV. The United States pro rata share of the value of the labor and materials which shall be actually put into the construction of Section D(1) of said project shall not in any event exceed the sum of Ten thousand, nine hundred ten and 00/100 dollars ($10,910.00), certified to the Secretary of the Treasury as above mentioned, which does not exceed the authorized Federal pro rata share of Eighteen thousand, one hundred eighty-one and 90/100 dollars ($18,181.90), the approved total estimated cost of Section D(1) of said project.

PAYMENTS

ARTICLE V. As the construction of said project progresses, the Administrator shall from time to time draw warrants on the Secretary of the Treasury for the payment to the State Treasurer
(Official or depository)
hereby designated by the Highway Department for that purpose and authorized under the laws of said State to receive public funds of the State of Oregon
(Name)
of such sums as shall not, together with previous payments, exceed the United States pro rata share, as above specified, of the value, as determined by the Administrator after inspection and approval, of the labor and materials which have actually been put into said construction work in compliance with the requirements of Article III hereof.

The Administrator reserves the right to withhold such sum as he may deem necessary to insure completion of construction in compliance with said plans and specifications.

MAINTENANCE OF PROJECT

ARTICLE VI. The Highway Department will maintain said project in compliance with said acts of July 11, 1916, and November 9, 1921, out of funds which have been or will be made available therefor by said State in the manner herein set forth, to wit: Chap. [illegible], laws [illegible].
(Include reference to statute authorizing funds and probable amount annually available)

The Highway Department will use every means within its power to insure proper and permanent maintenance of said project, and to that end will provide for the constant making of needed repairs to preserve a smooth-surfaced highway.

Showing of authority of the Highway Department to execute agreements will be found in the agreement for project No. 112

In witness whereof the parties have hereunto affixed their signatures, the Highway Department on the day and year first above written and the Administrator on the ______ day of JUL 9 1940, 19__

OREGON STATE HIGHWAY COMMISSION
(Official title of Highway Department)

By Henry F. Cabell
Chairman, State Highway Commission
(Title of officer)

By ______
Member, State Highway Commission
(Title of officer)

By ______
Member, State Highway Commission
(Title of officer)

By ______
______
(Title of officer)

By ______
______
(Title of officer)

FEDERAL WORKS ADMINISTRATOR,

By H. J. O'Leary
Acting Commissioner of Public Roads.

U. S. GOVERNMENT PRINTING OFFICE 16—11379

Form PR. 3—Revised

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION

CERTIFICATE OF APPROVAL OF PLANS, SPECIFICATIONS, AND ESTIMATES

(Under "An Act to provide that the United States shall aid the States in the construction of rural roads, and for other purposes," approved July 11, 1916, and acts amendatory thereof and supplementary thereto.)

To

The Secretary of the Treasury, and

The State Highway Department of the State of Oregon

Pursuant to the acts above cited, I hereby certify—

First. That in accordance with the provisions of said acts, I have approved the plans, specifications, and estimates submitted by the State Highway Department of the State of Oregon for the construction of a highway designated in the records of this Agency as Federal Aid Secondary Project No. FAS 239-D(1) State of Oregon

Second. That in accordance with said provisions I have approved the sum of $ 18,181.90 as the total estimated cost of said project, and the sum of $ 10,910.00 as the share of the United States, payable under said acts on account of such project, which does not exceed the authorized Federal pro rata share of said total estimated cost.

Done at the city of Washington, this ______ day of JUL 9 1940 one thousand nine hundred and ______

Federal Works Administrator,

By ______
Acting Commissioner of Public Roads.

U. S. GOVERNMENT PRINTING OFFICE 16—10129

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

POST OFFICE BUILDING
PORTLAND, OREGON

(Stencil #28)

IN YOUR REPLY PLEASE REFER TO FILE No. Oregon FAS 239-D (1)
Lick Creek-Salt Creek Sec.
Little Butte Highway

May 22, 1940

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

We are forwarding herewith two copies of proposed project agreement for signature and return to this office.

Enclosed is an approved copy of the detail estimate, upon which the agreement was based, together with approved copy of specifications.

Very truly yours,

W. H. LYNCH
District Engineer

By L. J. Caufield
L. J. Caufield
Sr. Highway Engineer

RECEIVED
JUL 19 1940
FOR FILING

FAS 239-D-1

April 15, 1940

Mr. W. H. Lynch
District Engineer
Public Roads Administration
Post Office Box 3900
Portland, Oregon

Dear Sir:

Herewith are enclosed seven copies of estimate as basis for project agreement for the Lick Creek-Salt Creek Section, Project No. FAS 239-D (1).

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/GS

Encl.

Oregon State Highway Department

Federal Aid Secondary
Project No. FAS 239-D (1)

LICK CREEK-SALT CREEK SECTION

OF THE LITTLE BUTTE HIGHWAY IN JACKSON COUNTY

(Estimate as basis for project agreement. Based on low bid prices.)

Salem, Oregon, April 5, 1940

4,500	cu. yds.	4" - 2" Rock in Base	$ 1.30	$ 5,850.00
2,500	cu. yds.	3/4" - 0" Rock in Base and Shoulders	1.30	3,250.00
360	M-gals.	Sprinkling	1.50	540.00
2.54	miles	Preparation of Base	100.00	254.00
1,550	cu. yds.	Mineral Aggregate in Place	2.50	3,875.00
110	tons	Asphalt in Place	20.00	2,200.00
28	tons	Emulsified or RC-3 Asphalt in Seal Coat	20.00	560.00
			Subtotal	$ 16,529.00
			10% Engr. & Cont.	1,652.90
			Total	$ 18,181.90

Length	2.537 miles
Cost per mile	$ 7,166.69

Federal Aid Secondary Funds- - - - - - - - - - - - - - - - - - - -	$ 10,910.00
State Funds- -	7,271.90
	$ 18,181.90

State Funds for Construction: Chap. 175, laws 1917; Chap. 31, laws 1920;
Chap. 529, laws 1939
State Funds for Maintenance: Chap. 529, laws 1939

FAS 239-D-1

March 14, 1940

NORRIS BROS.
702 Hoge Building
Seattle, Washington

Gentlemen:

We are sending you today by express a fully executed copy of Contract No. 2287 which was awarded to you by the State Highway Commission on February 16, covering the surfacing and oiling of the Lick Creek-Salt Creek Section of the Little Butte Secondary Highway, in Jackson County. We are also sending a copy to the surety on your bond.

This copy is for your records and files.

Very truly yours,

STATE HIGHWAY COMMISSION
By

Secretary

HBL

RECEIVED
FEB 26 1940
FOR FILING

FRB 239-D-1

February 26, 1940

Morris Brothers,
Burlington, Washington.

Dear Sirs:

We are returning to you by express the copies of contract No. 2287, Lick Creek-Salt Creek Section in Jackson County, which was awarded to you by the Highway Commission on February 16th.

You are advised that before this contract will be acceptable it will be necessary for both partners of your firm to sign both the agreement and bond. Will you kindly have all copies signed by Mr. M. E. Morris and return them to this office and they will be presented to the Highway Commission for further execution.

Very truly yours,

Secretary.

J. McF.

February 20, 1940

NORRIS BROTHERS
702 Hoge Building
Seattle, Washington

Gentlemen:

We are sending you today by express four copies of Contract No. 2287 which was awarded to you by the State Highway Commission on February 16, covering the surfacing and oiling of the Lick Creek-Salt Creek Section of the Little Nestucca Secondary Highway, in Jackson County.

Kindly execute all four copies of this contract as to agreement and bond and return them to this office for approval by the State Highway Commission. When this has been done a fully executed copy will be returned to you for your records and files. We will also send an executed copy to the surety on your bond.

Your special attention is called to the paragraph under Section 5, (page 14), of the printed General Provisions, relating to the Workmen's Compensation Act. You will be expected to accept the terms of this Act and to carry on your work under this contract in strict conformance thereto.

Your attention is also called to the mimeographed page immediately preceding the colored pages, relating to payment by the contractor of amounts due hospital associations, et cetera.

Very truly yours,

STATE HIGHWAY COMMISSION
By

Secretary

MBL

RECEIVED [illegible]

708 239-D-1

February 17, 1940

Morris Brothers
702 Hoge Building
Seattle, Washington

Gentlemen:

The State Highway Commission on February 16, 1940, awarded you the contract for 2.54 miles surfacing and oiling, also furnishing of 2,890 cu. yds. crushed rock in stock piles on the Lick Creek-Salt Creek Section of the Little Butte Secondary Highway, in Jackson County. This award was based on your low bid of $21,032 submitted on that date.

Contract forms will be sent to you for execution within the next few days.

Very truly yours,

AM

Secretary

cc - Mr. S. H. Probert
Mr. G. S. Paxson

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION
DISTRICT ONE

MONTANA
OREGON
WASHINGTON

POST OFFICE BUILDING
PORTLAND, OREGON

February 16, 1940

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

This is to confirm our verbal concurrence in award of contract, as of this date, for Oregon Federal Aid Secondary project FAS 239-D (1), Lick Creek-Salt Creek section of the Little Butte Secondary Highway, to Norris Bros., Burlington, Washington, who submitted the low bid.

Very truly yours,

W H Lynch

W. H. LYNCH
District Engineer

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION
DISTRICT ONE

MONTANA
OREGON
WASHINGTON

POST OFFICE BUILDING
PORTLAND, OREGON

RECEIVED
JAN 26 1940
[illegible]
STATE HIGHWAY COMMISSION

January 25, 1940

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

P. S. and E. documents for Oregon Federal Aid Secondary Project FAS 239-D (1), the Lick Creek-Salt Creek Section of the Little Butte Highway, have today been recommended for approval. This is your authority to advertise for bids, subject to final review and approval of the plans and specifications by the Commissioner of Public Roads.

Very truly yours,

W. H. LYNCH,
District Engineer.

By
L. J. Caufield
L. J. Caufield,
Senior Highway Engineer.

January 19, 1940

Mr. W. H. Lynch
District Engineer
Public Roads Administration
Post Office Box 3900
Portland, Oregon

Dear Sir:

We are enclosing herewith seven copies of estimate and three copies of right of way statement to accompany plans and specifications for the Lick Creek-Salt Creek Section, Project No. FAS 239-B (1).

Five bid proposals and five sets of blueprint plans are being sent under separate cover.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/GS

Encl.

Oregon State Highway Department

Federal Aid Secondary
Project No. FAS 239-D (1)

LICK CREEK-SALT CREEK SECTION
OF THE LITTLE BUTTE HIGHWAY IN JACKSON COUNTY

(Estimate to accompany plans and specifications. Not as basis for project agreement.)

Salem, Oregon, January 19, 1940

4,500	cu. yds.	4" - 2" Rock in Base	$ 1.45	$ 6,525.00
2,500	cu. yds.	3/4" - 0" Rock in Base and Shoulders	1.70	4,250.00
360	M-gals.	Sprinkling	1.50	540.00
2.54	miles	Finishing Roadbed and Slopes	100.00	254.00
1,550	cu. yds.	Mineral Aggregate in Place	2.60	4,030.00
110	tons	Asphalt in Place	19.00	2,090.00
28	tons	Emulsified or RC-3 Asphalt in Seal Coat	19.00	532.00
			Subtotal	$ 18,221.00
			10% Engr. & Cont.	1,822.10
			Total	$ 20,043.10

Length	2.537 miles
Cost per mile	$ 7,900.31

Federal Aid Secondary Funds- -	$ 12,030.00
State Funds- -	8,013.10
	$ 20,043.10

Oregon State Highway Department

Federal Aid Secondary
Project No. FAS 239-D (1)

LICK CREEK-SALT CREEK SECTION OF THE LITTLE BUTTE HIGHWAY IN JACKSON COUNTY

(Estimate to accompany plans and specifications. Not as basis for project agreement.)

Salem, Oregon, January 19, 1940

4,500	cu. yds.	4" - 2" Rock in Base	$ 1.45	$ 6,525.00
2,500	cu. yds.	3/4" - 0" Rock in Base and Shoulders	1.70	4,250.00
360	M-gals.	Sprinkling	1.50	540.00
2.54	miles	Finishing Roadbed and Slopes	100.00	254.00
1,550	cu. yds.	Mineral Aggregate in Place	2.60	4,030.00
110	tons	Asphalt in Place	19.00	2,090.00
28	tons	Emulsified or RC-3 Asphalt in Seal Coat	19.00	532.00
			Subtotal	$ 18,221.00
			10% Engr. & Cont.	1,822.10
			Total	$ 20,043.10

Length	2.537 miles
Cost per mile	$ 7,900.31

Federal Aid Secondary Funds- -	$ 12,030.00
State Funds- -	8,013.10
	$ 20,043.10

LICK CREEK-SALT CREEK SECTION

PROJECT NO. FAS 239-D (1)

All necessary right of way has been acquired for this project.

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

January 19, 1940

CONTRACT# [redacted] 2288

FA 136-A-3 N. Unit, Ana Spring-Hunter 1940
Hill Sec., Fremont Hwy.
#2288 Roadside Improvement

FOR FILING

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

POST OFFICE BUILDING
PORTLAND, OREGON

Stencil No. 8.

IN YOUR REPLY PLEASE
REFER TO FILE No.______

February 5, 1941

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

Final inspection of Oregon FAP 136-A (3), North Unit, Ana Spring-Hunter Hill Section of the Fremont Highway ______, was made by a representative of this office on January 23, 1941. Prompt submission of the final voucher will be appreciated.

Very truly yours,

W. H. LYNCH
District Engineer

By L. Caufield
L. J. Caufield
Sr. Highway Engineer

Iron

RECEIVED
DEC 7 1940
FOR FILING

136-A-3

December 5, 1940

AETNA CASUALTY & SURETY COMPANY
c/o Bates, Lively & Pearson, Agents
Yeon Building
Portland, Oregon

Gentlemen:

You are hereby notified that State Highway Contract No. 2288, for roadside improvement of the North Unit, Ana Spring-Hunter Hill Section of the Fremont Highway, in Lake County, has been completed by the contractors, Guy H. Booker and Arthur T. Fox, and that final settlement will be made by the state with said contractors, for work done under said contract, on or after December 16, 1940.

The state is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the state assumes no responsibility for any such claims should there be any.

This notice is served upon you since you appear as surety on the bond furnished by the above contractor. Kindly acknowledge receipt of this letter.

For your information we wish to advise that the total amount paid the contractor in connection with this contract will be $5,519.24, and that no force account work was performed therein.

Very truly yours,

STATE HIGHWAY COMMISSION

By

Secretary

DGD:MBL

NOTED
D. G. DeSart

RECEIVED
AUG 13 1940

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION

136-A-3

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1
POST OFFICE BUILDING
PORTLAND, OREGON

Stencil No. 124

IN YOUR REPLY PLEASE REFER TO FILE No. Oregon FAP 136-A (3)
N. Unit, Ana Springs-Hunter Hill Sec.
Fremont Highway

July 11, 1940

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

We are forwarding herewith, for your files, an executed copy of the ____________________ project agreement and certificate for the above numbered project.

Very truly yours,

W. H. LYNCH
District Engineer

By L J Caufield
L. J. Caufield
Sr. Highway Engineer

Encls.

Kon

wa-fpr-5825

Form P. R. 2

State Oregon

Federal Aid Project No. 130-A(3)

PROJECT AGREEMENT

MEMORANDUM OF AGREEMENT made this 7th day of June, 1940

by and between The Oregon State Highway Commission

, constituting

for the purpose hereof, the Highway Department of the State of Oregon hereinafter called the Highway Department, and the Federal Works Administrator, hereinafter called the Administrator, under and pursuant to the provisions of the act of Congress approved July 11, 1916 (39 Stat., 355), entitled "An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes," and of the act approved November 9, 1921, (42 Stat., 212), entitled "An Act to amend the Act entitled 'An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes,' approved July 11, 1916, as amended and supplemented, and for other purposes," and acts amendatory thereof or supplementary thereto:

Whereas the Highway Department of said State submitted on the 1st day of December, 1927, a project statement, which was approved on the 18th day of February, 1928, for the proposed construction of a project consisting of the road hereinafter described; and

Whereas the Highway Department, in accordance with the rules and regulations promulgated for the administration of the Federal Highway Act, has furnished surveys, plans, specifications, and estimates for Section A (3) of said project which were recommended for approval by the District Engineer of the Public Roads Administration on the 30th day of January 1940; and

Whereas the Administrator has certified to the Secretary of the Treasury his approval of said surveys, plans, specifications, and estimates, and the sum of three thousand, five hundred sixty and 00/100 dollars ($3,560.00) as the share of the United States payable under said act on account of Section A (3) of said project, which does not exceed the authorized Federal pro rata share of the approved total estimated cost thereof:

Now, therefore, in consideration of the premises and of the several promises to be faithfully performed by each, as hereinafter set forth, the Highway Department and the Administrator do hereby mutually agree as follows:

10—11370

FUNDS AT THE DISPOSAL OF THE HIGHWAY DEPARTMENT

ARTICLE I. Funds for the use of the Highway Department in the construction of said project have been made available in the following manner, to wit:

(a) By the State Chap. 175, laws 1917; Chap. 31, laws 1920; Chap. 529, laws 1939.

(Include date and citation of act of legislature by which authorized)

(b) From other sources

(State how placed under direct control of Highway Department)

ROAD EMBRACED IN PROJECT

ARTICLE II. This agreement covers the following highway as described in detail in said surveys, plans, and specifications:

Between survey station 3760+00 in the S.E. 1/4 of Section 34, T. 30 S., R. 16 E., W.M., and survey station 4120+00 in the S.W. 1/4 of Section 36, T. 29 S., R. 16 E., W.M.

, length 6.808 miles, in Lake County,

being Section A (3) of Oregon Federal Aid project No. 136, consisting of 6.808 miles of roadside improvement. ~~[illegible]~~ ~~of a mile in length~~

16—11379 GPO

CHARACTER AND METHOD OF CONSTRUCTION

ARTICLE III. The Highway Department will construct or cause to be constructed to final completion said project, in strict compliance with said plans and specifications, which are made a part hereof, under its direct supervision, which shall include adequate inspection throughout the course of construction, subject at all times to inspection and approval by the Administrator or his agents, and in accordance with the laws of said State, the rules and regulations of the Administrator, and the following conditions:

(*a*) It is agreed that the construction work on the project shall be performed by contract, unless the performance thereof by force account shall be approved by the Administrator or his authorized representatives. Such construction work as may be performed by force account shall be paid for on the basis of the units of work performed at the unit prices set forth in the estimate as approved by the Administrator, except that where the total actual cost is ascertained to be less than the estimate so approved the total Federal payments shall not exceed the Federal pro rata share of such total actual cost.

16—11379

UNITED STATES PRO RATA SHARE OF THE COST OF SAID PROJECT

ARTICLE IV. The United States pro rata share of the value of the labor and materials which shall be actually put into the construction of Section A (3) of said project shall not in any event exceed the sum of three thousand, five hundred sixty and 00/100 dollars ($3,560.00), certified to the Secretary of the Treasury as above mentioned, which does not exceed the authorized Federal pro rata share of five thousand, nine hundred nineteen and 65/100 dollars ($5,919.65), the approved total estimated cost of Section A (3) of said project.

PAYMENTS

ARTICLE V. As the construction of said project progresses, the Administrator shall from time to time draw warrants on the Secretary of the Treasury for the payment to The State Treasurer (Official or depository) hereby designated by the Highway Department for that purpose and authorized under the laws of said State to receive public funds of the State of Oregon (Name) of such sums as shall not, together with previous payments, exceed the United States pro rata share, as above specified, of the value, as determined by the Administrator after inspection and approval, of the labor and materials which have actually been put into said construction work in compliance with the requirements of Article III hereof.

The Administrator reserves the right to withhold such sum as he may deem necessary to insure completion of construction in compliance with said plans and specifications.

MAINTENANCE OF PROJECT

ARTICLE VI. The Highway Department will maintain said project in compliance with said acts of July 11, 1916, and November 9, 1921, out of funds which have been or will be made available therefor by said State in the manner herein set forth, to wit: (Include reference to statute authorizing funds and probable amount annually available)

Chap. 529, laws 1939.

The Highway Department will use every means within its power to insure proper and permanent maintenance of said project, and to that end will provide for the constant making of needed repairs to preserve a smooth-surfaced highway.

Showing of authority of the Highway Department to execute agreements will be found in the agreement for project No. 112.

In witness whereof the parties have hereunto affixed their signatures, the Highway Department on the day and year first above written and the Administrator on the JUN 18 1940 day of, 19

OREGON STATE HIGHWAY COMMISSION
(Official title of Highway Department)

By Henry F. Cabell
Chairman, State Highway Commission
(Title of officer)

By
Member, State Highway Commission
(Title of officer)

By
Member, State Highway Commission
(Title of officer)

By
(Title of officer)

By
(Title of officer)

FEDERAL WORKS ADMINISTRATOR,

By
Acting Commissioner of Public Roads.

Form PR. 3—Revised

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION

CERTIFICATE OF APPROVAL OF PLANS, SPECIFICATIONS, AND ESTIMATES

(Under "An Act to provide that the United States shall aid the States in the construction of rural roads, and for other purposes," approved July 11, 1916, and acts amendatory thereof and supplementary thereto.)

To

The Secretary of the Treasury, and

The State Highway Department of the State of Oregon

Pursuant to the acts above cited, I hereby certify—

First. That in accordance with the provisions of said acts, I have approved the plans, specifications, and estimates submitted by the State Highway Department of the State of Oregon for the construction of a highway designated in the records of this Agency as Federal Aid Project No. 136-A(3) State of Oregon

Second. That in accordance with said provisions I have approved the sum of $ 5,919.65 as the total estimated cost of said project, and the sum of $ 3,560.00 as the share of the United States, payable under said acts on account of such project, which does not exceed the authorized Federal pro rata share of said total estimated cost.

Done at the city of Washington, this ______ day of JUN 18 1940

one thousand nine hundred and ______

Federal Works Administrator,

By ______
Acting Commissioner of Public Roads.

U. S. GOVERNMENT PRINTING OFFICE 10—10130

RECEIVED
JUN 11 1940

136-A-3

June 10, 1940

AETNA CASUALTY & SURETY COMPANY
Bates, Lively & Pearson, Local Agents
Yeon Building
Portland, Oregon

Gentlemen:

You are advised that it is the intention of the State Highway Commission to make semi-final payment to Guy H. Booker and Arthur T. Fox on Contract No. 2288, North Unit, Ana Spring-Hunter Hill Section of the Fremont Highway, in Lake County. This payment will be made on or about June 20, 1940.

Kindly acknowledge receipt of this letter.

Very truly yours,

STATE HIGHWAY COMMISSION
By

Secretary

DDS:MBL

L 199

136-A-3

THE ÆTNA CASUALTY AND SURETY COMPANY
HARTFORD, CONNECTICUT
AFFILIATE OF
ÆTNA LIFE INSURANCE COMPANY
THE AUTOMOBILE INSURANCE COMPANY
THE STANDARD FIRE INSURANCE COMPANY

BATES, LIVELY & PEARSON
GENERAL AGENTS
301 YEON BUILDING
BEACON 7381

PORTLAND, ORE.

RECEIVED
12 1940
STATE [illegible] COMMISSION

June 11th, 1940.

Oregon State Highway Commission,
Salem, Oregon.

Gentlemen:

RE: Contract No. 2288 - GUY H. BOOKER and ARTHUR T. FOX. Construction of roadside improvement on the North Unit, Ana Spring-Hunter Hill Section of the Fremont Highway in Lake County, Oregon.

ATTENTION: Mr. H. B. Glaisyer,
Secretary.

We hereby acknowledge receipt of your communication of June 10th, 1940, advising us that it is the intention of the State to make semi-final payment to Guy H. Booker and Arthur T. Fox on the above captioned job on or about June 20, 1940.

The Aetna Casualty and Surety Company hereby consent to the above semi-final payment to the contractors.

Very truly yours,

THE AETNA CASUALTY & SURETY CO.,
BATES, LIVELY & PEARSON,
General Agents.

By Phil M. Lively
Phil M. Lively.

MAB

NOTED
U.G. DeSart

136-A-3

RECEIVED
AUG 20 1940
FOR FILE

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION
DISTRICT ONE

MONTANA
OREGON
WASHINGTON

POST OFFICE BUILDING
PORTLAND, OREGON

May 29, 1940

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Oregon FAP 136-A (3)
Roadside Improvement of the Ana Springs-Hunter Hill Section of the Fremont Hwy.

Dear Sir:

We are forwarding herewith two copies of proposed project agreement for signature and return to this office.

Enclosed is an approved copy of the detail estimate upon which the agreement was based, together with approved copy of specifications.

Since this project is to be financed by 1939 Federal Aid which will lapse if the agreement is not completely executed by June 30, 1940, your prompt action is requested.

Very truly yours,

W. H. LYNCH
District Engineer

By
L. J. Caufield
Sr. Highway Engineer

Encls.

Form E-1—5M—9-39

136-A-3

✓

OREGON STATE HIGHWAY COMMISSION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending May 25, 1940

Section North Unit, Ana Spring-Hunter Hill

Kind of work Roadside Improvement

Highway Fremont

Section prefix 19-1111

Contractor Guy H. Booker & Arthur T. Fox

Contract number 2288

Date of contract Feb. 16, 1940

Date of completion May 15, 1940

Date work started March 4, 1940

Estimated date of completion May 17, 1940

Amount of contract $5381.50

Per cent of time elapsed 100 %

Estimated cost of completed project, exclusive of engineering $5520

Per cent of contract completed, based on total contract price 100 %

Engineering cost to date, $400, 7.2 %

Date project was completed May 17, 1940

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

Project completed on May 17.

Semi-final estimate mailed to Division Engineer on May 22.

Party worked two days preparing estimate.

Final Report

NOTED
H. G. SMITH

NOTED
RAY WEBBER

Signed John T. Burch

Address Lakeview

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file

	GRADING	SURFACING	R/W Clean-up	OIL AND MACADAM Top Soil	Tree Planting
Miles in project			6.81	6.81	
Miles partially completed					
Miles completed			6.81	6.81	
Total estimated quantities	1300	380	54	650	312
Estimated quantities moved or placed to date	1069	384	53.2	645	312
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day					
Hours per shift					
Average force on project for week					

Percentages of men employed on contract to be secured from:

.... County, ...%; .... County, ...%; .... County, ...%; .... County, ...%

	* NUMBER USED AND SECURED FROM					CONTRACTOR'S KEY MEN, ETC.	TOTAL
	COUNTY	COUNTY	COUNTY	COUNTY	OTHER SOURCES		
Men							
Men and teams							
Men and trucks under 3 tons							
Men and trucks over 3 tons							
Men and tractors							

Equipment used during week: Shovels ...., Power graders ...., Rollers ...., Mixers ...., Crushing or screening plants ....,

Compressors ...., Bulldozers ...., Sheet-foot rollers ...., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday			
Monday			
Tuesday			
Wednesday			
Thursday			
Friday			
Saturday			

STATE PRINTING DEPT.

[illegible]

136-A-3

May 16, 1940

Mr. W. H. Lynch
District Engineer
Public Roads Administration
P. O. Box 3900
Portland, Oregon

Dear Sir:

We are enclosing herewith seven copies of estimate as basis for project agreement for the North Unit, Ana Spring-Hunter Hill Section, Project No. FA 136-A (3).

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/ER

Encl.

Oregon State Highway Department   Federal Aid Project No. 136-A (3)

NORTH UNIT, ANA SPRING-WINTER HILL SECTION

OF THE FREMONT HIGHWAY IN LAKE COUNTY

(Estimate as basis for project agreement. Based on low bid prices.)

Salem, Oregon, May 15, 1940

54	acres	Right of Way Clean-up	$ 15.00	$ 810.00
1,300	cu. yds.	Excavation, Single Classification	.35	455.00
650	cu. yds.	Excavating and Placing Topsoil	.90	585.00
1,400	yd. mi.	Hauling Topsoil	.25	350.00
20	lin. ft.	9" Corrugated Iron Pipe	1.00	20.00
190	lin. ft.	18" Corrugated Iron Pipe	2.00	380.00
140	lin. ft.	Concrete Curb	1.00	140.00
60	sq. yds.	Concrete Sidewalk	1.75	105.00
380	cu. yds.	Pit-run Gravel Surfacing	1.75	665.00
40	cu. yds.	Filler	1.00	40.00
40	yd. mi.	Hauling Filler	.25	10.00
All Required		Furnishing and Planting Trees and Shrubs		525.00
20	bales	Peat Moss	4.00	80.00
0.7	ton	Commercial Tankage	100.00	70.00
52	acres	Preparation of Undeveloped Areas for Seeding	12.00	624.00
2	acres	Preparation of Park Areas for Seeding	10.00	20.00
0.4	ton	Soil Sulphur	75.00	30.00
63	acres	Seeding	7.50	472.50
			Subtotal	$ 5,381.50
			10% Engr. & Cont.	538.15
			Total	$ 5,919.65

Length 6.808 miles

Cost per mile $ 869.51

Federal Aid Funds- -	$ 3,560.00
State Funds- -	2,359.65
	$ 5,919.65

State Funds for Construction: Chap. 175, laws 1917; Chap. 31, laws 1920; Chap. 529, laws 1939

State Funds for Maintenance: Chap. 529, laws 1939

RECEIVED
MAR 1940
FOR FILING

FA 136-A-3

March 4, 1940

GUY H. BOOKER and ARTHUR T. FOX
1065 S. Liberty Street
Salem, Oregon

Gentlemen:

We are sending you today by express a fully executed copy of Contract No. 2268 which was awarded to you on February 16, 1940 by the State Highway Commission, covering the construction of roadside improvement on the North Unit, Ana Spring-Hunter Hill Section of the Fremont Highway, in Lake County.

This copy is for your records and files.

Very truly yours,

STATE HIGHWAY COMMISSION
By

Secretary

WBL

FA 136-A-3

THE ÆTNA CASUALTY AND SURETY COMPANY
HARTFORD, CONNECTICUT
AFFILIATE OF
ÆTNA LIFE INSURANCE COMPANY
THE AUTOMOBILE INSURANCE COMPANY
THE STANDARD FIRE INSURANCE COMPANY

BATES, LIVELY & PEARSON
GENERAL AGENTS
301 YEON BUILDING
BEACON 7381

PORTLAND, ORE.

RECEIVED
FEB 26 1940
STATE HIGHWAY COMMISSION

February 24th, 1940.

Oregon State Highway Commission,
Salem, Oregon.

Gentlemen:

RE: Contract No. 2288 -- North Unit
Ana Spring-Hunter Hill Section,
on the Fremont Highway in Lake
County, Oregon.

CONTRACTOR: Guy H. Booker and
Arthur T. Fox, a
partnership.

We are mailing to you today by express the above captioned contract in quadruplicate, after having completed the contract bond as surety thereon.

When this contract has been approved by the commissioners, will you kindly send us one copy of the same for the completion of our records as surety?

Trusting that the enclosures under separate cover when received will be found in order, we remain,

Very truly yours,

BATES, LIVELY & PEARSON,
General Agents,
THE AETNA CASUALTY & SURETY COMPANY,

By Phil M. Lively
Phil M. Lively,
Resident Assistant Secretary.

MAB

cc: Guy H. Booker and Arthur T. Fox,
1065 S. Liberty St.,
Salem, Oregon.

136-a-3

February 20, 1940

GUY H. BOOKER AND ARTHUR T. FOX
1065 S. Liberty Street
Salem, Oregon

Gentlemen:

We hand you herewith four copies of Contract No. 2288 which was awarded to you by the State Highway Commission on February 16, covering the matter of roadside improvement on the North Unit, Ana Spring-Hunter Hill Section of the Fremont Highway, in Lake County.

Kindly execute all four copies of this contract as to agreement and bond and return them to this office for approval by the State Highway Commission. When this has been done a fully executed copy will be returned to you for your records and files. We will also send an executed copy to the surety on your bond.

Your special attention is called to the paragraph under Section 5 (page 14) of the printed General Provisions, relating to the Workmen's Compensation Act. You will be expected to accept the terms of this Act and to carry on your work under this contract in strict conformance thereto.

Your attention is also called to the mimeographed page of Additional Special Provisions, immediately preceding the colored pages, relating to payment by the contractor of amounts due hospital associations, et cetera.

Very truly yours,

STATE HIGHWAY COMMISSION
By

Secretary

MBL

136-a-3

February 17, 1940

Guy H. Booker & Arthur T. Fox
1065 South Liberty Street
Salem, Oregon

Gentlemen:

The State Highway Commission on February 16, 1940, awarded you the contract for 6.81 miles roadside improvement on the North Unit, Ana Spring-Hunter Hill Section of the Fremont Highway, in Lake County. This award was based on your low bid of $5,381.50 submitted on that date.

Contract forms will be sent to you for execution within the next few days.

Very truly yours,

AM

Secretary

cc - Mr. S. H. Probert
Mr. G. L. Paxson

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION
DISTRICT ONE

MONTANA
OREGON
WASHINGTON

POST OFFICE BUILDING
PORTLAND, OREGON

February 16, 1940

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

This is to confirm our verbal concurrence in award of contract, as of this date, for Oregon Federal Aid Project No. 136-A (3), North Unit, Ana Spring-Hunter Hill section of the Fremont Highway, to Guy H. Booker & Arthur T. Fox, Salem, Oregon, who submitted the low bid.

Very truly yours,

W H Lynch

W. H. LYNCH
District Engineer

February 14, 1940

Mr. W. H. Lynch
District Engineer
Public Roads Administration
Post Office Box 3900
Portland, Oregon

Dear Sir:

We refer to your letter of February 10, suggesting some additional items of work for the Ana Spring-Hunter Hill roadside improvement project, FA 136-A (3).

In compliance with the suggestions made, we will arrange to have cut slopes flattened on the portion of the project which is between Station 4044 and Station 4120, and to have trees planted at locations along the project at which moisture is available from irrigation ditches or natural drainage channels.

The flattening of slopes will probably be done by State forces without federal cooperation. The planting will probably be done by the contractor as an extra work item. Such of the work as is done by the contractor, will, we assume, be considered participating cost.

Very truly yours,

State Highway Engineer

cc Mr. R. G. Smith
Mr. George Otten
Mr. W. E. Chandler

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION
DISTRICT ONE

MONTANA
OREGON
WASHINGTON

POST OFFICE BUILDING
PORTLAND, OREGON

February 10, 1940

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

Reference is made to P. S. and E. for Oregon Federal Aid Project 136-A (3), roadside improvement of the North Unit, Ana Spring-Hunter Hill Section of the Fremont Highway, for which bids are to be received February 16.

The project as proposed will accomplish a desirable improvement except that a more comprehensive and satisfactory demonstration may be obtained by flattening the slopes between stations 4044 and 4120 and planting a few trees at intervals along the right-of-way at satisfactory locations which appear to be available near irrigation ditches and any culvert outlet carrying irrigation water.

On the section between stations 4044 and 4120 the slopes were not rounded during grading, and this work was not included in the recent surfacing contract so that we believe rounding and flattening should be done. As bids are to be opened in a few days, a prompt reply would be appreciated.

Very truly yours,

W H Lynch

W. H. LYNCH,
District Engineer

FA 136-A-3

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION
DISTRICT ONE

MONTANA
OREGON
WASHINGTON

POST OFFICE BUILDING
PORTLAND, OREGON

January 30, 1940

RECEIVED
JAN 31

Mr. R. H. Baldock,
State Highway Engineer
Salem, Oregon

Dear Sir:

P. S. and E. documents for Oregon Federal Aid Project No. 136-A (3), the North Unit, Ana Spring-Hunter Hill Section of the Fremont Highway, have today been recommended for approval. This is your authority to advertise for bids, subject to final review and approval of the plans and specifications by the Commissioner of Public Roads.

Very truly yours,

W H Lynch

W. H. LYNCH,
District Engineer.

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION
DISTRICT ONE

MONTANA
OREGON
WASHINGTON

POST OFFICE BUILDING
PORTLAND, OREGON

[illegible]
Projects
Landscaping

RECEIVED
JAN 27 19

January 26, 1940

REFERRED TO
R H B
By Asst. State Highway Engineer

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

NOTED
State Highway Engineer

RECEIVED
JAN 2[illegible] 1940

Dear Sir:

Reference is made to telephone conversation between Mr. Otten and Mr. Davis relative to placing of 1/2" of top soil on the North Unit of the Ana Spring-Hunter Hill Section of the Fremont Highway, as a part of the landscape improvement. At that time we did not understand that the one-half inch of top soil was to be placed on the gravel roadway but thought it was intended to be placed just outside the gravel on the dirt shoulders.

The method proposed was objected to by our Regional Office, as covered in our letter to you of August 24, 1939, on Oregon Federal Aid Project 42 (3), the Stanfield-Pendleton Section.

We do not believe it is good policy to spend money in placing gravel or crushed rock on the road bed and then narrowing it down in attempting to grow grass on one-half inch of top soil in such a climate as is found over most of this project.

From the plans as submitted it seems that a large percentage of the cost of the roadside improvement project is in the park at Summer Lake--probably 55% to 60% of the project. As stated in our letter of April 28, 1939, covering Oregon Federal Aid Project 147-H (2), Brothers-Oasis Section, while the development of an area of roadside park is satisfactory in connection with landscape work, its cost should be incidental to the entire project, which, we would say, should not exceed 25% or 30%. In view of these conditions, it hardly seems worthwhile to submit the project, but if you so desire, we will forward it. Please advise.

Very truly yours,

W. H. LYNCH,
District Engineer.

By F. E. Andrews
F. E. Andrews,
Senior Highway Engineer.

REFERRED TO
H. G. [illegible]
State Highway Engineer
[illegible]

August 24, 1939

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

Reference is made to our letter of August 16th, authorising advertising of proposed Oregon Federal Aid Project No. 42 (3), the West Unit of the Stanfield-Pendleton Hill Section, Roadside Improvement.

We are today in receipt of advice that this project is satisfactory with the exception of the placing of top soil and seeding to grass over rock shoulders. It is requested therefore that this item be eliminated from the contract.

Very truly yours,

W. H. LYNCH
District Engineer

By

F. E. Andrews
Sr. Highway Engineer

January 24, 1940

Mr. W. M. Lynch
District Engineer
Public Roads Administration
Post Office Box 3900
Portland, Oregon

Dear Sir:

We are enclosing herewith seven copies of estimate and three copies of right of way statement to accompany plans and specifications for the North Unit, Ana Spring-Hunter Hill Section, Project No. FA 136-A (3).

Five bid proposals and five sets of blueprint plans are being sent under separate cover.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/GS

Encl.

Oregon State Highway Department   Federal Aid Project No. 136-A (3)

NORTH UNIT, ANA SPRING-HUNTER HILL SECTION

OF THE FREMONT HIGHWAY IN LAKE COUNTY

(Estimate to accompany plans and specifications. Not as basis for project agreement.)

Salem, Oregon, January 24, 1940

54	acres	Right of Way Clean-up	$ 10.00	$ 540.00
1,300	cu. yds.	Excavation, Single Classif.	1.00	1,300.00
650	cu. yds.	Excavating and Placing Topsoil	1.10	715.00
1,400	yd. mi.	Hauling Topsoil	.15	210.00
20	lin. ft.	9" Corrugated Iron Pipe	1.00	20.00
190	lin. ft.	18" Corrugated Iron Pipe	2.50	475.00
140	lin. ft.	Concrete Curb	.80	112.00
60	sq. yd.	Concrete Sidewalk	2.00	120.00
380	cu. yds.	Pit-run Gravel Surfacing	1.50	570.00
40	cu. yds.	Filler	.50	20.00
40	yd. mi.	Hauling Filler	.15	6.00
All Required		Furnishing and Planting Trees and Shrubs		860.00
20	bales	Peat Moss	6.00	120.00
0.7	ton	Commercial Tankage	60.00	42.00
52	acres	Preparation of Undeveloped Areas for Seeding	12.00	624.00
2	acres	Preparation of Park Areas for Seeding	15.00	30.00
0.4	ton	Soil Sulphur	100.00	40.00
63	acres	Seeding	14.00	882.00
			Subtotal	$ 6,686.00
			10% Engr. & Cont.	668.60
			Total	$ 7,354.60

Length	6.808 miles
Cost per mile	$ 1,080.28

Federal Aid Funds- -	$ 4,420.00
State Funds- -	2,934.60
	$ 7,354.60

NORTH UNIT, ANA SPRING-HUNTER HILL SECTION

PROJECT NO. 136-A (3)

All necessary right of way has been acquired for this project.

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

January 24, 1940

FORM 8-A-1 8M 4-39

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
HURON W. CLOUGH, CANYONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

C. B. MCCULLOUGH
ASSISTANT HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

IN REPLY PLEASE REFER TO FILE NO.

Const.
Projects
Landscaping

January 23rd, 1940

Mr. H. K. Lynch
District Engineer
Public Roads Administration
P. O. Box 3900
Portland, Oregon

RE: Report and Analysis of the North Unit, Ana Spring-Hunter Hill Roadside Improvement Project.

Dear Sir:

The North Unit, Ana Spring-Hunter Hill Roadside Improvement Project being submitted for your approval extends for 6.808 miles along the Fremont Highway, the town of Summer Lake being located in approximately the center of the project.

The purpose of this project is to blend the highway right of way to the surrounding terrain and to check soil erosion of the slopes by seeding the right of way to grass. Hardy Crested Wheat, Smooth Brome and Lemmon's Alkali grass are being used for this ground cover. The removal of obnoxious weeds and the proposed seeding helps considerably in checking the spread of weed growth in nearby farm lands.

As a part of this project a parking area is being improved of the oasis type where the traveler may stop in a shaded wayside park. This particular side for a roadside parking area in this semi-arid region was chosen for the reason that irrigation water is available at this section of the project.

In accordance with your memorandum of August 7th, 1939, requiring a report and analysis of each project, the following report is submitted:

1. This project includes grading and leveling of the park area to present a pleasing park-like picnic and rest area with protective shelter against the hot sun. In addition, topsoiling work is to be included along the entire project on the areas immediately adjacent to the oiled surface of the highway.

2. No borrow pits or abandoned roads requiring obliteration occur on this section of highway.

3. Soil improvement is included in this project due to the fact that a sandy highly alkaline soil condition exists which is not conducive to plant growth. To correct this, applications of Peat Moss, Commercial Tankage and Soil Sulphur are included in this contract.

4. The planting of trees and shrubs has been concentrated into the park area in an oasis type planting. Irrigation water is available here to give the trees and shrubs enough water to thrive.

5. The important part of this project is the seeding work to control weed growth, soil erosion and present a pleasing roadside area that will blend with the adjacent country-side through which this highway traverses.

6. The need for a park-like rest area as we have planned at Summer Lake is apparent when one looks at a highway map of this section of Oregon. The traveler has no relief from the hot summer sun over many miles of desolate country where no native trees or shrub growth exists, and this area was created to aid the tourist.

Enclosed will be found three sets of pictures taken at the park area in the town of Summer Lake:

Photograph No. 1. This photo is looking south of Summer Lake, the post office being located on the right where a group of cars are parked. The park area is immediately across the highway from this post office.

Photograph No. 2. This is another view of the post office showing the settlement through which this highway travels.

Photograph No. 3. This picture is looking from the post office steps at the park area which is to be improved.

Trusting that this analysis will briefly give you a picture of our purposes and objectives to be attained by this roadside improvement project, I remain

Very truly yours,

R. H. BALDOCK
STATE HIGHWAY ENGINEER

H. G. Smith
Construction Engineer

By

George H. Otten
Landscape Engineer

GHO:AR

cc to: H. G. Smith
S. H. Probert ✓

CONTRACT# [redacted] 2289

131-1008 Union-Catherine Creek Section
Medical Springs Secondary Hwy. 1940

2289

✓
131-1008

RECEIVED
JAN 2 1941
FOR FILING

ecember 23rd, 1940

COST ANALYSIS - FINAL REPORT

Medical Springs Secondary Highway, Union-Catherine Creek Section
Contract 2289 Prefix 131-1008

J. C. Compton, Contractor
C. D. Cannon, Resident Engineer

Item	Cost	Quantity	Unit Cost	Unit Bid	Gross Revenue
3/4"-0 Screened Gravel in Leveling Course	$735.00	700 cu. yd.	$1.05	$1.00	$700.00
Sprinkling	219.10	175.25 M-Gal.	1.25	1.50	262.88
Preparation of Base	652.00	8.94 Miles	73.00	100.00	894.00
3/4"-0 Screened Gravel in Binder Course	529.00	460 cu. yd.	1.15	1.00	460.00
Min. Agg. in Place	4,897.74	1,462 " "	3.35	3.55	5,190.10
RC-3 Asphalt in Binder Course	2,844.50	140.5 Tons	20.25	22.00	3,091.00
SC-6 Road Oil in Place	2,460.00	117.98 "	20.85	22.00	2,595.56
3/4"-½" Cr. Rock in S.P.	1,308.55	534.1 cu. yd.	2.45	2.35	1,255.14
½"-¼" " " " "	1,162.77	474.6 " "	2.45	2.35	1,115.31
¼"-10 Mesh Cr. Rock in S.P.	490.00	200 " "	2.45	2.35	470.00
Hauling Crushed Gravel	59.36	559.6 yd. mi.	0.10	0.10	55.96
PA #1, Purchase RC-3 Asphalt in Bbls.	190.93	10.36 Tons	18.43	18.43	190.93
PA #1, Purchase SC-6 Road Oil in Bbls.	63.56	3.34 "	19.03	19.03	63.56
PA #2, Cr. Gravel in S.P.	152.57	146.7 cu. yd.	1.04	1.00	146.70
Screen Rejections	40.46	155.6 " "	0.26	0.25	38.90
Deduction: Excess Engineering Cost					- 216.39
	$15,805.54				$16,313.65

Gross Revenue	$16,313.65
Total Cost	15,805.54
Net Profit	$508.11

Net Profit Equals 3.1% of Gross Revenue

NOTED
State Highway Engineer

Detail of Cost

Labor:					
Supervision				$98.05	
Labor				1,259.40	
State Industrial Accident Insurance				67.87	
Social Security & Unemployment Insurance				54.30	
					$1,479.62
Materials:					
Cr. Gravel in S.P.	1,467	cu. yd. at	$0.99	$145.23	
Screen Rejections	155.6	" " "	0.25	38.51	
Mineral Aggregate	1,462	" " "	2.33	3,401.34	
3/4"-0" Screened Gravel in Level Course	700	" " "	0.495	346.50	
3/4"-0" Screened Gravel in Binder Course	460	" " "	0.495	227.70	
Cr. Gravel in S.P.	1,208.7	" " "	2.33	2,812.04	
RC-3 Asphalt	150.86	Tons at	9.50	1,433.17	
" Freight to Union				1,025.86	
SC-6 Road Oil	121.32	Tons at	4.90	594.47	
" Freight to Union				1,455.84	
					11,480.66
Equipment Rental, Supplies & Miscellaneous:					
Equipment Rental (Including Repairs)				$1,250.00	
Gas, Oil and Grease				610.70	
Small Tools, Supplies & Misc.				365.00	
Overhead Expense				130.14	
Bond 1% of Gross Revenue				163.14	
Home Office				326.28	
					2,845.26
					$15,805.54

Union-Catherine Creek Section

REMARKS:

This contract consisted of the application of 9.0 miles of oil mat surface treatment (Type O-30 Modified) and the furnishing of 1,000 cu. yds. of crushed gravel in stockpiles. It was bid February 16th, 1940; work was started March 19th and finished August 10th, 1940.

The crushed and screened gravel were produced by Schmeer & Williams, who erected a plant which consisted of only one crusher of the jaw type. The plant averaged about 10 cu. yds. of crushed gravel per hour.

Work on the prime coat was begun on July 18th and completed July 20th. The contractors then moved on to another project, returned on August 3rd and began the work on the O-30, which required three days to finish. Good progress was made and was due to excellent supervision and experienced crew. The cost of heating amounted to $1.15, of hauling $0.86 and of spreading $1.63 per ton of oil.

E. H. Clymer
Cost Analyst

By . . Henry Jullum

RECEIVED
NOV 27 1940
FOR FILING

[illegible]

November 23, 1940

Mr. J. C. Compton
Box 86
McMinnville, Oregon

Dear Sir:

At the meeting of the State Highway Commission held on October 11, 1940, the following action was taken on your request for extension of time:

"J. C. Compton, Contract No. 2289, for oiling the Union Catherine Creek Section of the Medical Springs Secondary Highway, in Union County, requested an extension of time of 30 days, from July 15 to August 15, 1940, within which to complete this project. He gave no reason for failure to complete the project within the specified time limit. The Engineer advised that the failure of the contractor to complete this project within the specified time was due to the fact that he had several other oiling jobs under way which had to be completed before he could move his equipment onto this job. The traveling public, he said, has been caused some inconvenience, as it was necessary to travel a gravel road a month longer than if the project had been oiled within the specified time; also, the state has incurred a small amount of extra expense for engineering supervision on account of the delay. He recommended, in view of the circumstances, that the extension of time requested be granted but that the contractor be charged with the engineering costs incurred by the state subsequent to the specified date of completion. The Commission approved the recommendation."

Very truly yours,

STATE HIGHWAY COMMISSION

By

Secretary

MBL

cc - W. C. Williams

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NOV 22 1940
FOR FILING

[illegible]

November 20, 1940

GLENS FALLS INDEMNITY COMPANY
c/o Jewett, Barton, Levy & Kern
Lewis Building
Portland, Oregon

Gentlemen:

You are hereby notified that State Highway Contract No. 2289, for oiling 9.0 miles of the Union-Catherine Creek Section of the Medical Springs Secondary Highway, in Union County, has been completed by the contractor, J. C. Compton, and that final settlement will be made by the state with said contractor, for work done under said contract, on or after November 30, 1940.

The state is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues, or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the state assumes no responsibility for any such claims should there be any.

This notice is served upon you since you appear as surety on the bond furnished by the above contractor. Kindly acknowledge receipt of this letter.

For your information we wish to advise that the total amount paid the contractor in connection with this contract will be $16,313.65, and that no force account work was performed therein.

Very truly yours,

STATE HIGHWAY COMMISSION

By

Secretary

DOD:MEL

NOTED
D. G. DeSart

RECEIVED
SEP 13 1940
FOR FILING

131-1008

September 12, 1940

Glens Falls Indemnity Company
Jewett, Barton, Leavy & Kern
Lewis Building
Portland, Oregon

Gentlemen:

You are advised that it is the intention of the State Highway Commission to make semi-final payment to J. C. Compton on Contract No. 2289, Union-Catherine Creek Section of the Medical Springs Secondary Highway, in Union County. This payment will be made on or after September 23, 1940.

Kindly acknowledge receipt of this letter.

Very truly yours,

STATE HIGHWAY COMMISSION

By

DD:AM

Secretary

RECEIVED
SEP 25 1940
FOR FILING

FORM E-80 REVISED 25M

OREGON STATE HIGHWAY COMMISSION
INTER-DEPARTMENT CORRESPONDENCE

La Grande, Oregon
September 5, 1940

Subject: Overruns and underruns
Union - Catherine Creek Oiling

To:
Mr. W. C. Williams
Division Engineer
State Highway Commission
La Grande, Oregon

Dear Sir:

The following is in explanation of overruns and underruns on the Union-Catherine Creek Section, contract No. 2289, prefix 131-1008, J. C. Compton, contractor:

Item No. 2, Sprinkling: Specified, 200 M.Gal. Used, 175.25 M. Gal. Underrun, 42%. Thunder showers during the time the base was being prepared accounted for the use of less water than specified.

Item No. 4, 3/4"-0 Screened Gravel in Binder Course: Specified, 250 cu.yd. Used, 462 cu.yd. Overrun, 118%. The specified quantity of 3/4"-0 material was not sufficient to get a complete cover of the oil. This was due to a tight gravel subbase which did not allow rapid oil penetration and to the fact that the 3/4"-0 material did not run very heavy to fines. Also, there was very little suitable roadside material to use as a cover course.

Item No. 8, 3/4"-¼" Crushed Gravel in Stockpile: Specified, 400 cu.yd. Stockpiled, 463.6 cu.yd. Overrun 15.9%. Explanation: See below.

Item No. 9, ½"-¼" Crushed Gravel in Stockpile: Specified, 400 cu.yd. Stockpiled 455.6 cu.yd. Overrun 13.9%. Both items 8 and 9: The piles were built high on the back end in order to have sufficient material to level up the full length of the piles when the hauling was complete. In building the piles in this manner, the contractor placed more material than was necessary to bring the piles up to the staked size.

Item No. 11, Hauling Crushed Gravel, Pile Measure: Specified, 500 yd.mi. Actual haul, 559.6 yd.mi. This increase in haul was due to the larger quantities than specified being placed in stockpiles as mentioned above.

Very truly yours

C. D. Cannon

C. D. CANNON
Resident Engineer

CDC:MA
cc

Form E-1—8M—6-38

1

Final

OREGON STATE HIGHWAY COMMISSION
FIELD ENGINEER'S WEEKLY REPORT
FOR CONSTRUCTION PROJECTS ONLY

For Week Ending August 10, 1940, 19

Section Union - Catherine Creek

Kind of work Oiling

Highway Medical Springs Secondary

Section prefix 111-1008

Contractor [illegible] Compton

Contract number 2[illegible]69

Date of contract February 8, 1940, 19

Date of completion July 15, 1940, 19

Date work started March [illegible], 1940, 19

Estimated date of completion August 10, 1940, 19

Amount of contract $16,097.00

Per cent of time elapsed 116%

Estimated cost of completed project, exclusive of engineering $16,097.00

Per cent of contract completed, based on total contract price 100%

Engineering cost to date, $ 850.00, %

Date project was completed August 10, 1940, 19

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

Contractor [illegible] 0-10 oil [illegible] and finished placing 1/4-10 [illegible] on Thursday. Balance of week spent in construction of shoulder and maintenance of oil mat. Completed project August 10, 1940. Semi final estimate to be submitted during the coming week. Contractor asked to submit request for extension of time to August 10th.

Final report.

NOTED
VAN SCOY

Signed [illegible]

Address Box 908, La Grande, Oregon

[illegible]

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project				0.94	
Miles partially completed					
Miles completed				0.94	
Total estimated quantities			1600		
Estimated quantities moved or placed to date			1500		
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day				1	
Hours per shift				8	
Average force on project for week				30	

Percentages of men employed on contract to be secured from:

.... County, ...%; .... County, ...%; .... County, ...%; .... County, ...%

	NUMBER USED AND SECURED FROM					CONTRACTOR'S KEY MEN, ETC.	TOTAL
	COUNTY	COUNTY	COUNTY	COUNTY	OTHER SOURCES		
Men							
Men and teams							
Men and trucks under 3 tons							
Men and trucks over 3 tons							
Men and tractors							

Equipment used during week: Shovels 2, Power graders 1, Rollers 1, Mixers ...., Crushing or screening plants ....,

Compressors ...., Bulldozers ...., Sheet-foot rollers ...., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday	Clear		
Monday			
Tuesday	do		
Wednesday			
Thursday	Hot		
Friday			
Saturday	[illegible]		

131-1008

March 11, 1940

Mr. J. C. Compton
McMinnville, Oregon

Dear Sir:

We are sending you today by express a copy of each of the following contracts which were awarded to you on February 16 by the State Highway Commission:

Service Creek-Branson Creek Section of the John Day Highway in Grant and Wheeler Counties - oiling . Contract No. 2286.

Union—Catherine Creek Section of the Medical Springs Secondary Highway, in Union County - oiling . Contract No. 2289.

These copies are fully executed and are for your records and files. We are also sending executed copies to the sureties on your bonds in connection with these contracts.

Very truly yours,

STATE HIGHWAY COMMISSION
By

Secretary

[illegible]

121-1108

C
O
P
Y

February 24, 1940

Mr. Moss T. Compton
McMinnville, Oregon

Dear Sir:

I have just received your letter of February 22 stating that Mr. J. C. Compton is out of the state, hence it will not be possible to secure his signature to Contracts No. 2289 and 2286 within the specified ten-day time limit; also requesting a ten day extension of time in which to secure his signature.

We will be pleased to grant you this extension.

Very truly yours,

HBG/AM

Secretary

C
O
P
Y

J. C. COMPTON

McMinnville, Oregon

February 22, 1940

Mr. H. B. Glaisyer, Secretary
State Highway Commission
Salem, Oregon

Dear Mr. Glaisyer:

We received copies of Contract No. 2289 and Contract No. 2286, to be executed as to agreement and bond. Mr. J. C. Compton is out of the state and will not return within the ten day limit in which the contracts are to be signed, and we therefore request a ten-day extension. Your consideration in this matter will be greatly appreciated.

Yours very truly,

J. C. COMPTON

By:

Moss T. Compton

MTC JM

[illegible]

February 20, .940

MR. J. C. Compton
McMinnville, Oregon

Dear Sir:

We are sending you today by express four copies of Contract No. 2289 which was awarded to you by the State Highway Commission on February 16, 1940, covering the oiling of the Union-Catherine Creek Section of the Medical Springs Secondary Highway, in Union County.

Kindly execute all four copies of this contract as to agreement and bond and return them to this office for approval by the State Highway Commission. When this has been done a fully executed copy will be returned to you for your records and files. We will also send an executed copy to the surety on your bond.

Your special attention is called to the paragraph under Section 5 (page 14) of the printed General Provisions, relating to the Workmen's Compensation Act. You will be expected to accept the terms of this Act and to carry on your work under this contract in strict conformance thereto.

Your attention is also called to the mimeographed page immediately following page No. 19 of the mimeographed Special Provisions, relating to payment by the contractor of amounts due hospital associations, et cetera.

Very truly yours,

STATE HIGHWAY COMMISSION
By

Secretary

MRL

131-1008

February 17, 1940

Mr. J. C. Compton

McMinnville, Oregon

Dear Sir:

The State Highway Commission on February 16, 1940, awarded you the contract for 9.00 miles oiling, also furnishing of 1,000 cu. yds. crushed gravel in stock piles, on the Union-Catherine Creek Section of the Medical Springs Secondary Highway, in Union County. This award was based on your low bid of $16,097 submitted on that date.

Contract forms will be sent to you for execution within the next few days.

Very truly yours,

AM

Secretary

cc - Mr. S. H. Probert
Mr. C. S. Paxson

CONTRACT#2290

33-1204 Seufert-Dufur Section
The Dalles-California Hwy. 1940

2290

RECEIVED
MAR 26 1941
FOR FILI

33-1204

March 25, 1941

Mid-Columbia Sand & Gravel
716 W. 10th
The Dalles, Oregon

Gentlemen:

At the meeting of the State Highway Commission held on December 3, 1940, the following action was taken on your request for extension of time:

Mid-Columbia Sand & Gravel Company, Contract No. 2290, for the furnishing of crushed rock in stock piles for the Seufert-Dufur Section of The Dalles-California Highway, in Wasco County, requested an extension of time from July 31 to October 21, 1940, within which to complete this project. They attributed their failure to complete the project within the specified time limit to rainy weather which did not permit them to prepare the sites for the stock piles. The Engineer advised that the principal reason for the contractor's failure to complete the job on time was lack of experience in carrying on this type of work and the use of old equipment which was constantly in need of repair. If the job had been handled properly and if the contractor had used good equipment, he said, the project could have been completed easily within the specified time limit. He recommended, in view of the circumstances, that the extension of time requested by granted but that the contractor be charged with the extra engineering expense incurred by the State subsequent to the specified date of completion. The Commission approved the recommendation.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

By

Secretary

FO

cc Mr. W. E. Chandler
Bend, Oregon

RECEIVED
JAN 27 1941
FOR FILING

33-1204

January 25, 1941

Shell Oil Company, Inc.
1220 S. W. Morrison
Portland, Oregon

Gentlemen: **Attention Frank J. Hurner**

This will acknowledge receipt of your inquiry of January 23, and advise that Mid Columbia Sand & Gravel Company's contract No. 2290, for the Seufert-Dufur Rock Production Project on The Dalles-California Highway, was completed on October 21, 1940, and accepted by the Commission on December 5, 1940.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

By

Secretary

RS

NOTED
D. G. DeSart

RECEIVED
JAN 25 1941
STATE HIGHWAY COMMISSION

SHELL OIL COMPANY
INCORPORATED
1220 S.W. MORRISON STREET
PORTLAND, OREGON
TELEPHONE ATWATER 7321

January 23, 1941

Oregon State Highway Commission
Salem, Oregon

Gentlemen:

Re: Mid Columbia Sand & Gravel
Contract #2290

The above job, we believe has been finished for some time. Has the acceptance date of the work has been established yet ?

We are enclosing a self-addressed, stamped envelope for your convenience in replying.

Yours very truly,

SHELL OIL COMPANY
Incorporated

FRANK J. HURNER
Division Credit Manager

RER:DS

Encl.

Portland 114

CARBON COPY FROM
UNITED STATES FIDELITY AND GUARANTY COMPANY
MORRISON K. SPROTT, Manager
PORTLAND, OREGON

RECEIVED
JAN 27 1941
FOR FILING

23-1214

January 18, 1941

Mr. Arthur Genteman
5924 S. W. 30th Ave.
Portland, Oregon

Dear Sir:

We refer to your recent claim in the amount of $525.57 against the Mid-Columbia San & Gravel Co. in connection with its contract for furnishing crushed materials in stockpile for the Seufert-Dufur Section of the Dalles-California Highway, Contract No. 2290.

Enclosed please find the Mid-Columbia Sand & Gravel Company's check No. 925 in the amount of $525.57, along with a copy of the letter addressed to us by Mr. Dielschneider, the owner of the Mid-Columbia San & Gravel Company, under date of January 15, both of which are self-explanatory.

Very truly yours,

Supt. of Surety

RCW:LK
Encls.

cc Mid-Columbia Sand& Gravel Co.
The Dalles, Oregon

cc H. B. Glaisyer, Secretary
Oregon State Highwy Commission
Salem, Oregon

NOTED

33-1204

REC
FOR FI

R.H.Baldock
January [illegible]0th, 1941

COST ANALYSIS-FINAL REPORT
Seufert-Dufur Section
The Dalles-California Highway

Prefix 33-1204

Contract No. 2290
J. E. Peck, Resident Engineer

Mid-Columbia Sand & Gravel Co., Contractor

Item	Cost	Quantity	Unit Cost	Unit Bid	Gross Revenue
3/4"-1/2" Cr. Rock in S.P.	$5,624.96	3,823.2 cu. yd.	1.47	1.37	$5,237.78
1/2"-1/4" " " " "	3,213.69	2,184.3 " "	1.47	1.37	2,992.49
1/4"-10 " " " "	933.67	634.6 " "	1.47	1.37	869.40
3/4"-0 " " " "	3,858.40	2,622.5 " "	1.47	1.37	3,592.83
1/2"-0 " " " "	305.88	207.9 " "	1.47	1.37	284.82
Clear & Grub S.P. Sites	30.00	All			35.00
Leveling S.P. Sites	148.45	"			235.00
1/4"-10 Mesh Rejects	84.70	338.8 cu. yd.	0.25	0.25	84.70
10 Mesh-0 Rejects	37.53	150.1 " "	0.25	0.25	37.53
Haul Adjustment		- 8,256.045 yd. mi.		0.07	- 577.92
Engineering Deduction	———	All			- 208.96
	$14,237.28				$12,582.67

Total Cost	$14,237.28
Gross Revenue	12,582.67
Net Loss	$1,654.61

Net Loss Equals 13.1% of Gross Revenue

NOTED
State Highway Engineer

Seufert-Dufur

Detail of Cost

Labor:		
Supervision	$629.30	
Labor	2,096.37	
State Industrial Accident Insurance	145.75	
Unemployment & Social Security	109.01	
		$2,980.43
Materials:		
Crushed Rock - F.O.B. Truck 3,464.3 cu. yd. at $0.75	$2,598.22	
		2,598.22
Sub-Contract - A. Gentemenn - Hauling & Stockpiling:		
Hauling 36,512 yd. mi. at $0.07	$2,555.84	
Stockpiling 9,472.5 cu. yd. " 0.04	378.90	
		2,934.74
Equipment Rental, Small Tools & Misc. Supplies:		
Equipment Rental	$2,801.00	
Gas, Oil and Grease	721.40	
Main Office Expense	600.00	
Hired Equipment	520.00	
Explosives	518.16	
Small Tools & Misc. Supplies	457.06	
Bond	125.82	
		5,723.89
Total Cost		$14,237.28

Seufert-Dufur

REMARKS:

This contract was bid and awarded February 16th, 1940. Placing of materials in stockpile was started April 2nd, and the contract was completed October 21st, 1940. The specified date of completion was July 31st.

3,464 Cu. yds. of crushed rock were produced at the contractor's commercial plant located at M.P. 97.5 on the Columbia River Highway. The production of this plant was very poor due to old equipment and the inexperience of the contractor. Seventy-five cents per cu. yd. was allowed for this rock aboard truck.

For the production of the remaining 6,497 cu. yds. of oil rock the contractor erected a small plant at the designated quarry at M.P. 17.8 on The Dalles-California Highway. The output of this plant was also very low due to improper equipment and inexperience. Equipment consisted of an 8-inch gyratory primary crusher on which it was found after producing about one-half the necessary rock that the eccentric needed replacing, an 18-inch innercone recrusher that was too small to handle any quantity of the size rock produced by the 8-inch crusher, a roll and shaker screen and two 60 h.p. diesel motors. Drilling of the quarry was done with a hired compressor and jackhammer. The quarry run rock was loaded with a 3/8 cu. yd. shovel and hauled to the primary in 1 - 1½-ton truck. The average production of the plant during the 584 hours of operation was 11 cu. yds. an hour.

Hauling to the stockpiles was sub-contracted for $0.07 per yard mile, and the stockpiling for $0.04 per cubic yard.

The loss shown on this contract is due to lack of experience in crushing.

E. H. Clymer
Cost Analyst

By . . J. D. Nelson

RECEIVED
JAN 20 1941
FOR FILING

23 - 1204

January 18, 1941

U. S. Fidelity & Guaranty Co.
M. K. Sprott
Bedell Building
Portland, Oregon

Gentlemen:

We have received through the office of the Secretary of State copies of a notice of claim by Arthur Gentemann, in the amount of $525.57, against the Mid Columbia Sand and Gravel Company, for work on the Seufert-Dufur Section of the Dalles-California Highway, being contract No. 2290.

Inasmuch as you are surety for the contractors on this job, we hand you herewith, for your information and such action as is necessary, a copy of this notice of claim.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

By

Secretary

RS
encl.

cc - Mid Columbia Sand & Gravel Co.
718 West 10th
The Dalles, Oregon

NOTED
D. G. DeSart

January 18, 1941

Honorable Earl Snell
Secretary of State
Salem, Oregon

Dear Sir:

This acknowledges receipt of your letter of January 16, 1941, enclosing three copies of a notice of claim by Arthur Gentemann in the amount of $525.57 against the Mid Columbia Sand and Gravel Company, for work on the Seufert-Dufur Section of The Dalles-California Highway, being State Highway Contract No. 2290.

We have noted this claim in our records of this job and will today forward to the contractor and his surety copies of the notice thereof.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

By:

RS

Secretary

COPY

5924 S. W. 30th Ave.
Portland, Ore.
1/14-41

Earl Snell
Secretary of State
Salem, Ore.

Dear Sir:

Notice hereby is given that the undersigned Arthur Gentemann has a claim for hauling and stockpiling rock - balance due in the sum of $525.57 Five Hundred twenty-five dollars & 57/100 against the bond taken from United States Fidelity and Guaranty Co. for whom M. K. Sprott is local agent with office in the Bedell Building, Portland.

For the work at Seufert Dufur section of the Dalles California Highway. Contract No. 2290 with Mid Columbia Sand and Gravel Co. at The Dalles Ore. had the contract.

Yours truly
Arthur Gentemann

Endorsed: File No. 2978
Filed 1/16/41
EARL SNELL
Secretary of State

EARL SNELL
SECRETARY OF STATE
SALEM, OREGON

January 16, 1941

Oregon State Highway Commission
Salem, Oregon

Gentlemen: Attention Mr. H. B. Glaisyer

There are enclosed for your information and files, three copies of a notice of claim by Arthur Gentemann for $525.57 against the bond taken from Mid Columbia Sand & Gravel Co., principal, and U. S. Fidelity & Guaranty Company, surety, for work on the Seufert-Dufur Section of The Dalles-California Highway, contract #2290, which has been filed in this office today.

Please acknowledge receipt of the copies.

Very truly yours,

Earl Snell
Secretary of State

S:FM
encs. 3

REFERRED TO
[illegible]
BY SECRETARY

Usual letters

a

RECEIVED
JAN 18 1941
FOR FILING

33-1204

January 17, 1941

Mid-Columbia Sand & Gravel
The Dalles, Oregon

Dear Sirs:

This will acknowledge receipt of the carbon copy of your letter of January 15th to the U. S. Fidelity and Guaranty Co. transmitting check in the amount of $525.57 in full payment of Mr. Arthur Gentlemen's claim filed against you and your Surety.

We appreciate your cooperation in promptly settling all claims against your contract and also your courtesy in furnishing us with the carbon copy of the transaction. Oftentimes, the claimants are rather tardy in informing us of settlements of their claims.

Yours very truly,

STATE HIGHWAY COMMISSION

By

Secretary

DGD:ca

NOTED
D. G. DeSart

January 15, 1941

Mr. R.C. Weiss
U. S. Fidelity and Guaranty Co.
Portland, Oregon

Dear Mr. Weiss:

I have to-day received a copy of the letter sent to you by the State Highway Commission advising that Mr. Arthur Gentleman has a claim against us in the amount of $525.57, in connection with his contract with us for delivering crushed material in stock pile for the Seufert-Dufur Section of The Dalles-California Highway, Contract No. 2290.

After we finished our State Rock Crushing Contract, Mr. Arthur Gentlemen hauled for us on commercial work, untill the first part of Dedember. On December 30th and 31st, he came to The Dalles and settled all accounts with us, at which time we paid him $678.86 and sent him $69.51 in open checks on a mutually agreed schedule based on our estimated collections. All the accounts were freely worked in to-gether because of confidence in my dealings with Mr. Gentleman. At the same time and in Mr. Gentlemans presence, I signed the States Final Estimate and affidavit stating that all accounts relative to this contract had been paid.

Since we had kept up everything in accord with the accepted understanding of only two weeks ago, and never having heard any past or present objections from Mr. Gentleman, I was much suprised at his unwarranted method of request. Altho $221.71 of this amount is definitely not due at this time, I am sending the stated amount in full. Enclosed please find check #925 for $525.57 with self addressed envelope for forwarding to Mr. Gentlemen.

I am sorry for the unecessary trouble.

Very truly yours,

cc - State Highway Comm.   MID-COLUMBIA SAND & GRAVEL

cc - Mr. Arthur Gentleman   By Wm R. Dielschneider

RECEIVED
JAN 15 1941
FOR FILING

33-1204

4

January 13, 1941

United States Fidelity & Guaranty Co.
M. K. Sprott, Agent
Bedell Building
Portland, Oregon

Gentlemen:

The State Highway Commission has today been advised that Arthur Gentemann has a claim in the amount of $525.57 against the Mid-Columbia Sand and Gravel Company in connection with its contract for furnishing crushed material in stock pile for the Seufert-Dufur Section of The Dalles-California Highway, Contract No. 2290.

This is being forwarded to you inasmuch as you appear surety on the bond furnished by the contractor.

Very truly yours,

HBG:AM

Secretary

cc - Mid-Columbia Sand & Gravel Co.
716 West 10th
The Dalles, Oregon

January 13, 1941

Mr. Arthur Gantemann
5924 S. W. 30th Avenue
Portland, Oregon

Dear Sir:

Reply is made to your letter of January 9 directed to Mr. Earl Snell, Secretary of State, requesting the name of the bonding company which wrote the bond covering the Mid-Columbia Sand and Gravel Company's contract for furnishing crushed material in stock pile for the Seufert-Dufur Section of The Dalles-California Highway, Contract No. 2290. I note that you have a claim against this company in the amount of $525.57.

The bond furnished by the Mid-Columbia Sand and Gravel Company was written by the United States Fidelity and Guaranty Company for whom M. K. Sprott is local agent with offices in the Bedell Building, Portland.

In order to protect your claim against the bond, I would suggest that you file notice of your claim with the Secretary of State in conformance with the provisions of Chapter 517, Oregon Laws, 1939, a mimeographed copy of which is inclosed.

In conformance with our usual practice I am today notifying the United States Fidelity and Guaranty Company and the contractor that your claim has been filed.

Very truly yours,

HBG:AM

Secretary

NOTED
D. G. DeSart

AK Sprott

5924-S-W. 30th ave
Portland, Ore
Jan 9-1941

Earl Snell
Secretary of State
Salem, Ore.

Dear Sir

I want to make a claim for $525.57 Due me for hauling and Stockpiling rock on Seufert Winter sec, The Dalles California Hy. Contract #22901 Mid Columbia Sand and gravel Co had the Contract.

Please let me know what Company wrote the Bond's for this Job.

Yours truly
Arthur Gentemann

ANSWERED
H. B. GLAISYER

Respectfully referred to State Highway Commission

STATE DEPARTMENT

---

ract No. 2290
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ary 13, 1941.

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STATE HIGHWAY COMMISSION

By

BD:AM

Secretary

NOTED
D. G. DeSart

RECEIVED
JAN 3 1941
FOR FILING

32-1204

January 2, 1941

United States Fidelity & Guaranty Co
M. K. Sprott, Agent
Bedell Building
Portland, Oregon

Gentlemen:

You are advised that state highway contract No. 2290 for the Seufert-Dufur Rock Production Project on The Dalles-California Highway, in Wasco County, has been completed and that final payment to the contractor, Mid-Columbia Sand and Gravel Company, will be made on or after January 13, 1941.

The state is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the state assumes no responsibility for any such claims should there be any.

This notice is served upon you since you appear as surety on the bond furnished by the contractor. Kindly acknowledge receipt of this letter.

For your information we wish to advise that the total amount paid the contractor in connection with this contract will be $12,582.67, and that no force account work was performed therein.

Very truly yours,

STATE HIGHWAY COMMISSION

By

DD:AM

Secretary

NOTED
D. G. DeSart

RECEIVED
DEC 17 1940
FOR FILING

33-1204

December 16, 1940

Mr. H. G. Smith
Construction Engineer
Office

Dear Sir:

From the final estimate for the Beaufort-Dufur Rock Production Project, it is noted that 2830.4 yards of crushed rock has been delivered to the Wasco County stockpile site.

It was determined some months ago that the equitable price for rock delivered at that site is $1.22 per cubic yard, and Mr. Chandler was so advised. On that basis the County was entitled to 2663.9 yards, the amount of the County's payment having been $3,250.00. The County has, therefore, had delivered to it 166.5 yards more than was paid for.

The occasion for such a discrepancy is not apparent to me, but inasmuch as it has occurred, some arrangement for adjustment will have to be made. I suggest that you have Mr. Chandler contact the County Court to determine whether the County is to be billed for the additional quantity or we are to take the excess quantity for use on our own work.

Please let me know what arrangements are made.

Very truly yours,

R. H. Baldock
Chief Engineer

cc to W. E. Chandler
S. H. Probert

RECEIVED
NOV 19 1940
FOR FILING

33-1804

November 18, 1940

The Texas Company
600 Republic Bldg.
Seattle, Washington

Attention: W. A. Smith, Credit Manager

Gentlemen:

This acknowledges receipt of your letter of November 15 advising that your claim in the amount of $579.88 against the Mid-Columbia Sand and Gravel Company, for services rendered in connection with Contract No. 2290, has been paid in full. We thank you for this information and are correcting our records accordingly.

Very truly yours,

HBG:AM

Secretary

REFERRED TO
DeSart
BY SECRETARY
notes on card

NOTED
D. G. DeSart

November 18, 1940

United States Fidelity & Guaranty Co.
H. K. Sprott, Agent
Bedell Building
Portland, Oregon

Gentlemen:

The State Highway Commission has today been advised by The Texas Company that its claim in the amount of $579.88 against the Mid-Columbia Sand and Gravel Company, for services rendered in connection with state highway contract No. 2290, Seufert-Dufur Section of The Dalles-California Highway, has been paid in full.

This information is given you inasmuch as you appear surety on the bond furnished by the contractor.

Very truly yours,

STATE HIGHWAY COMMISSION

By

Secretary

HBG:AH

cc - Mid-Columbia Sand & Gravel Co.
The Dalles, Oregon

THE TEXAS COMPANY
(A CALIFORNIA CORPORATION)
TEXACO PETROLEUM PRODUCTS

SALES DEPARTMENT
SEATTLE DISTRICT
W. A. SMITH, CREDIT MANAGER

600 REPUBLIC BUILDING
SEATTLE, WASHINGTON

RECEIVED
[illegible] 18 1940
STATE [illegible]

Nov. 15, 1940

WM. N. DIELSCHNEIDER
Mid-Columbia Sand & Gravel Co.
The Dalles, Oregon
Contract #2290

Mr. H. B. Glaisyer, Secretary
Oregon State Highway Commission
Salem, Oregon

Dear Sir:

On August 2, 1940, we filed a claim amounting to $579.88 with you covering our account with the subject. Please be advised that this balance has now been paid and it is our desire to withdraw our claim.

We assure you that your assistance in giving us this protection is sincerely appreciated.

Yours very truly,

THE TEXAS COMPANY

W. A. Smith
Credit Manager

WDT-BHS

ACKNOWLEDGEI
H. B. GLAISYER

RECEIVED
NOV 8 1940
FOR FILING

[illegible]

November 7, 1940

United States Fidelity & Guaranty Co.,
M. K. Sprott, Agent
Bedell Building
Portland, Oregon

Gentlemen:

This is to advise you that it is the intention of the State Highway Commission to make semi-final payment to the Mid-Columbia Sand & Gravel Company on Contract No. 2290 covering the furnishing of crushed materials, in stock piles, on the Seufert-Dufur Section of The Dalles-California Highway, in Wasco County. This payment, in the amount of $1,453.40, will be made on or after November 18, 1940. The retained percentage is $955.28.

According to our records the Texas Company has a claim in the amount of $579.88 against this job, which claim represents gas and oil furnished. You have previously been notified of this claim.

Please acknowledge receipt of this letter.

Yours very truly,

HBG:MC

Secretary

OREGON STATE HIGHWAY COMMISSION

FIELD ENGINEER'S WEEKLY REPORT

SECTION	SEUFERT-DUFUR	For week ending	Oct 26, 1940
HIGHWAY	The Dalles-Calif	Kind of work	Rockproduction
CONTRACTOR	Mid-Col Sand and Gravel	Contract Number	2290
Date of Contract	Feb 16 1940	Date of completion	July 31,1940.
Date work started	April 2 1940	Est date of completion.	Oct 21,1940
Amount of contract	$ 12,737.00	Per cent of time elapsed	135 %

Estimated cost of completed project, exclusive of engineering $ 12,737.00

Per cent of contract completed based on total contract price 100 %

Engineering cost to date $ 954.69., 7.1 % Date project was completed. Oct 21,1940

NOTED
RAY WEBBER

This Project was completed on Monday,October 21st,1940

Oct 22. McKinney computing yardage in stock piles

.. 23. Don,McKinney and Barsness remeasue stock piles at Mile Post 17.5 and Stock piles on Fifteen Mile Creek two miles west of Mile Poct No 17.28

.. 24. Don and McKinney computing yardage in stock piles.

.. 25. Don and McKinney computing and platting sections.

.. 26. Don and mcKinney computing and platting sections.

NOTED

Final setimate is practically completed except for inking some of the platted sections, this will be completed early monday Oct 28 and estimate and all data will be shipped to the Division Office on this date.

This will be the final report on this Section

Signed D. E. Peck

Address The Dalles

Form E-1—6M—6-39

33-1204

/

OREGON STATE HIGHWAY COMMISSION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending October 19, 1940

Section Seufert-Dufur

Kind of work Rock Production

Highway The Dalles-Calif

Section prefix 33-1204

Contractor Mid-Col Sand and Gravel

Contract number 2290

Date of contract Feb 16, 1940

Date of completion July 31, 1940

Date work started April 2, 1940

Estimated date of completion October 21, 1940

Amount of contract $12,737.00

Per cent of time elapsed 131 %

Estimated cost of completed project, exclusive of engineering $12,737.00

Per cent of contract completed, based on total contract price 99½ %

Engineering cost to date, $855.00, %

Date project was completed , 19

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

This job is practically finished except for leveling stock piles, I understand all rock is in stock pile and just as soon as the are properly shaped I will emasure them up and send in final estimate.

Fraley and crew measuring stock piles on this section on staurday October 19th.

NOTED
RAY WEBBER

NOTED
[illegible]

Signed

Address The Dalles

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project			20		
Miles partially completed			20		
Miles completed			20		
Total estimated quantities			9100		
Estimated quantities moved or placed to date			9100		
Average daily quantities			115		
Average daily quantities necessary to complete project on time					
Number shifts per day			2		
Hours per shift			8		
Average force on project for week			11		

Percentages of men employed on contract to be secured from:

.... County, ...%; .... County, ...%; .... County, ...%; .... County, ...%

	NUMBER USED AND SECURED FROM					CONTRACTOR'S KEY MEN, ETC.	TOTAL
	COUNTY	COUNTY	COUNTY	COUNTY	OTHER SOURCES		
Men							
Men and teams							
Men and trucks under 3 tons							
Men and trucks over 3 tons							
Men and tractors							

Equipment used during week: Shovels ...., Power graders ...., Rollers ...., Mixers ...., Crushing or screening plants ....,

Compressors ...., Bulldozers ...., Sheet-foot rollers ...., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday	Fair		
Monday	"		
Tuesday	"		
Wednesday	Cloudy		
Thursday	Fair		
Friday	"		
Saturday	Cloudy		

STATE PRINTING DEPT.

RECEIVED
OCT 10 1940
FOR FILING

33-1204

October 9, 1940

Mr. Raymond C. Weiss
Superintendent, Surety Department
United States Fidelity & Guaranty Co.
1112 Bedell Building
Portland, Oregon

Dear Sir:

I wish to thank you for your letter of October 8 and also your telegram of same date withdrawing your consent to the assignment by the Mid-Columbia Sand and Gravel Company of the amount due that company under Estimate No. 4, Contract No. 2290 for furnishing crushed rock in stock piles on the Seufert-Dufur Section of The Dalles-California Highway, in Wasco County.

In view of your telegram, we delivered to Mr. Dielschneider, yesterday, in person, the warrant covering Estimate No. 4 in the amount of $2,147.10.

Very truly yours,

HDG:AM

Secretary

cc - Carl Smith

REFERRED TO
DeSart
BY SECRETARY

NOTED
D. G. DeSart

TIME INDICATED
VED AT
73 STATE STREET
PHONE 6060

TELEPHONE YOUR TELEGRAMS
TO POSTAL TELEGRAPH

Form 16

Postal Telegraph

(50)

THIS IS A FULL RATE TELEGRAM, CABLEGRAM OR RADIOGRAM UNLESS OTHERWISE INDICATED BY SYMBOL IN THE PREAMBLE OR IN THE ADDRESS OF THE MESSAGE. SYMBOLS DESIGNATING SERVICE SELECTED ARE OUTLINED IN THE COMPANY'S TARIFFS ON HAND AT EACH OFFICE AND ON FILE WITH REGULATORY AUTHORITIES.

1940 OCT 8 PM 3 51

RXR28 31=B PORTLAND ORE 8 343P

H B GLAISYER SECRETARY=
OREGON STATE HIGHWAY COMMISSION SALEM ORE=

UNITEDTATES FIDELITY AND GUARATY COMPANY HEREBY WITHDRAWS ITS CONSENT TO ASSIGNMENT OF ESTIMATE NUMBER FOUR IN AMOUNT APPROXIMATELY $2150 ON CONTRACT 2290 OF MID COLUMBA SAND AND GRAVEL STOP WRITING=

RAYMOND C WEISS.

D2150 2290 MID. ALSO SAND AND GRAVEL.

---

being self-explanatory.

Inasmuch as there was no need for the assignment in question, our telegram was sent in order to enable Mr. Dielschneider of the Mid-Columbia Sand & Gravel Company to obtain this estimate direct.

Very truly yours,

Raymond C. Weiss
Supt. Surety Dept.

RCW/k

UNITED STATES FIDELITY AND GUARANTY COMPANY
PORTLAND OFFICE
1112 BEDELL BUILDING, PORTLAND, OREGON
TELEPHONE: ATWATER 8511

MORRISON K. SPROTT
Manager

JOSEPH A. BOYCE
Superintendent of Claims

October 8, 1940

Re: Contract No. 2290
Mid Columbia Sand &
Gravel Company.

Mr. H. B. Glaisyer, Secretary
Oregon State Highway Commission
Salem, Oregon

Dear Mr. Glaisyer:

Following our telephone conversation this afternoon, we wired you as per copy enclosed, same being self-explanatory.

Inasmuch as there was no need for the assignment in question, our telegram was sent in order to enable Mr. Dielschneider of the Mid-Columbia Sand & Gravel Company to obtain this estimate direct.

Very truly yours,

Raymond C. Wein
Supt. Surety Dept.

RCW/k

ERENCE SHEET

		FOREIGN	
TELEGRAM	X	FULL RATE CABLE	
DAY LETTER		DEFERRED CABLE	
NIGHT MESSAGE		NIGHT CABLE LETTER	
NIGHT LETTER		RADIOGRAM	
SHIP RADIOGRAM			

Patrons should check class of service desired, otherwise message will be transmitted as a full-rate communication

ostal Telegraph

THE INTERNATIONAL SYSTEM

Commercial Cables

TELEGRAMS CABLEGRAMS RADIOGRAMS

Mackay Radio

RECEIVER'S NUMBER

CHECK

TIME FILED

STANDARD TIME

Form 3

Send the following message, subject to the terms on back hereof, which are hereby agreed to

10-8-40

H B GLAISYER SECRETARY
OREGON STATE HIGHWAY COMMISSION
SALEM OREGON

UNITED STATES FIDELITY AND GUARANTY COMPANY HEREBY WITHDRAWS ITS CONSENT TO ASSIGNMENT OF ESTIMATE NUMBER FOUR IN AMOUNT APPROXIMATELY $2150 ON CONTRACT 2290 OF MID COLUMBIA SAND AND GRAVEL STOP WRITING

RAYMOND C WEISS

Charge to:USF&G
1112 Bedell Bg.
At 8511

confirmation

File cross reference form under name or subject at top of the sheet and by the latest date of papers. Describe matter for identification purposes. The papers, themselves should be filed under name or subject after "SEE."

Library Bureau
Division of
Remington Rand Inc.
Branches Everywhere
MADE IN U. S. A.
Cat. No. 30-5902
For use in all Filing Systems

33-1204

#2290

~~CROSS~~ REFERENCE SHEET

Name or Subject	Mid Columbia Sand and Gravel Co The Dalles, Oregon	**File No.**	
Regarding	Assignments on their contracts 2290 and 2296.	**Date**	10/7/40

SEE

Name or Subject	FAS 68-A-1 #2296	**File No.**	

File cross reference form under name or subject at top of the sheet and by the latest date of papers. Describe matter for identification purposes. The papers, themselves should be filed under name or subject after "SEE."

Library Bureau
Division of
Remington Rand Inc.
Branches Everywhere
MADE IN U. S. A.

Cat. No. 30-5902
For use in all Filing Systems

RECEIVED
AUG 14 1940
FOR FILING

32-1264

August 12, 1940

The Texas Company
600 Republic Bldg.
Seattle, Washington

Attention: W. A. Smith

Gentlemen:

Reply is made to your letter of August 2 concerning state highway contract No. 2290 which was awarded to the Mid-Columbia Sand & Gravel Company for furnishing crushed rock in stock piles on the Seufert-Dufur Section of The Dalles-California Highway, in Wasco County.

Our records disclose that payment of the semi-final estimate on this work has not as yet been made. It appears that the job will not be completed until about November 15, 1940; therefore, there will be four or five monthly estimates due before the final or semi-final payment is made. The job is approximately one-third complete at this time.

Very truly yours,

HBG:MC
am

Secretary

#2290 Wasco
Semi final not in from field. No date of completion Specified 7/31

semifinal will probably be about $9,000.00

est date of compltn
11-15-40

HE TEXAS COMPANY
(A CALIFORNIA CORPORATION)
TEXACO PETROLEUM PRODUCTS

600 REPUBLIC BUILDING
SEATTLE, WASHINGTON

August 2, 1940

WM. N. DIELSCHNEIDER
Mid-Columbia Sand & Gravel Co.
The Dalles, Oregon
Contract #2290

r, Secretary
Highway Comm.

ice is hereby given that the undersigned,
pany, has a claim for $579.88 as of July 17, 1940 for petroleum products, against the bond taken from the Mid-Columbia Sand & Gravel Company, Wm. N. Dielschneider, by the United States Fidelity & Guaranty Company of Baltimore, Maryland, who are furnishing sand and gravel on the Seifert-Dufur Rock Production .

Payment of the account has not been made in accordance with our terms, and recent effort to effect collection has been unsuccessful. We will appreciate your advising whether or not the semi-final estimate has been made, and the approximate amount of this estimate, as well as the anticipated date of completion.

Very truly yours,

THE TEXAS COMPANY

W. A. Smith
W. A. SMITH

WDT:CP

NOTED
D. G. DeSart

REFERRED TO
DeSart
BY SECRETARY

ANSWERED
H. B. GLAISYER

please get me the information

CEIVED

THE TEXAS COMPANY
(A CALIFORNIA CORPORATION)
TEXACO PETROLEUM PRODUCTS

SALES DEPARTMENT
SEATTLE DISTRICT
W. A. SMITH, CREDIT MANAGER

600 REPUBLIC BUILDING
SEATTLE, WASHINGTON

August 2, 1940

WM. N. DIELSCHNEIDER
Mid-Columbia Sand & Gravel Co.
The Dalles, Oregon
Contract #2290

H. B. Glaisyer, Secretary
Oregon State Highway Comm.
Salem, Oregon

Dear Sir:

Notice is hereby given that the undersigned, The Texas Company, has a claim for $579.88 as of July 17, 1940 for petroleum products, against the bond taken from the Mid-Columbia Sand & Gravel Company, Wm. N. Dielschneider, by the United States Fidelity & Guaranty Company of Baltimore, Maryland, who are furnishing sand and gravel on the Seifert-Dufur Rock Production .

Payment of the account has not been made in accordance with our terms, and recent effort to effect collection has been unsuccessful. We will appreciate your advising whether or not the semi-final estimate has been made, and the approximate amount of this estimate, as well as the anticipated date of completion.

Very truly yours,

THE TEXAS COMPANY

W. A. Smith

W. A. SMITH

WDT:CP

NOTED
D. G. DeSart

REFERRED TO
DeSart
BY SECRETARY

ANSWERED
H. B. GLAISYER

please get me this information

#781

RECEIVED
JUL 16 1940
FOR FILING

32-1204

July 16, 1940

United States Fidelity & Guaranty Company
Mr. M. K. Sprott, Agent
Bedell Bldg.
Portland, Oregon

Gentlemen:

We have received a request from the Mid-Columbia Sand and Gravel Company for an extention of time to August 31, on their contract No. 2290, for furnishing surfacing materials in stock piles, on the Seufert-Dufur Section of The Dalles-California Highway.

If this request meets with your approval, will you please furnish us with a letter consenting to such extension.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

By

DD:RS

Secretary

RECEIVED
JUN 20 1940
FOR FILING

33-1204

June 18, 1940

THE TEXAS COMPANY
600 Republic Building
Seattle, Washington

Attention W. A. Smith, Credit Manager

Gentlemen:

This will acknowledge receipt of your letter of June 13 and advise that the first estimate of Mid-Columbia Sand & Gravel Company on their contract No. 2290 was mailed to them on June 12. Their second estimate will probably be paid within about two weeks.

Very truly yours,

STATE HIGHWAY COMMISSION
By

Secretary

DGD:MBL

THE TEXAS COMPANY
(A CALIFORNIA CORPORATION)
TEXACO PETROLEUM PRODUCTS

SALES DEPARTMENT
SEATTLE DISTRICT
W. A. SMITH, CREDIT MANAGER

600 REPUBLIC BUILDING
SEATTLE, WASHINGTON

June 13, 1940

WILLIAM DIELSCHNEIDER
Mid-Columbia Sand & Gravel Co.
The Dalles, Ore.
Contract #2290

Mr. H. C. Glaisyer
Oregon State Highway Commission
Salem, Oregon

Dear Sir:

Subject has recently advised that he has been unable to clear the delinquent balance of $517 on his account due to the fact that he has not as yet received his first estimate on contract #2290.

We will appreciate your courtesy in advising as to the approximate date the warrant covering the first estimate will be issued, in order that we may be properly guided in the future handling of the account.

Very truly yours,
W. A. Smith
W. A. SMITH

WDT-CM

REFERRED TO [illegible]
BY SECRETARY

Has est. been paid? If not – what is status of voucher. [illegible]

RECEIVED
JUN 14 1940
STATE HIGHWAY COMMISSION

RECEIVED

[illegible]

33-1204

June 10, 1940.

Mid-Columbia Sand & Gravel Co.,
The Dalles, Oregon

Gentlemen:

I am handing to you, herewith, executed copy of the agreement between yourselves and the State Highway Commission covering certain changes in your contract for the furnishing of crushed materials, in stock piles, for the Seufert-Dufur Section of The Dalles-California Highway, in Wasco County. This copy of the agreement is for your records and files.

Yours very truly,

HBG:MC

Secretary

encl.

Form E-30—Revised—30M—1-40

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Salem
June 10, 1940

Subject: Mid-Columbia Sand & Gravel
Company agreement

To: Mr. H. G. Smith,
Construction Engineer
OFFICE

I am handing to you, herewith, executed copy of the agreement between the State Highway Commission and the Mid-Columbia Sand & Gravel Company having to do with certain changes in the company's contract for the furnishing of crushed materials, in stock piles, for the Seufert-Dufur Section of The Dalles-California Highway, in Wasco County.

This particular copy does not bear the signature of Mr. Baldock but he has signed the other copies. If you have an unsigned copy of this agreement it might be well for you to turn this one over to Mr. Probert for his information in the preparation of the estimate voucher.

HBG:MC

Secretary

cc - S. H. Probert

Form E-30—Revised—30M—1-40

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

SALEM
June 7, 1940

Subject: Agreement with Mid-Columbia Sand and Gravel Company re contract for Seufert-Dufur Section

To: Mr. C. B. McCullough
Asst. State Highway Engineer

Dear Sir:

I am handing you herewith two copies of the agreement with the Mid-Columbia Sand and Gravel Company covering certain changes in its contract with the State Highway Commission for the furnishing of crushed materials in stock piles for the Seufert-Dufur Section of The Dalles-California Highway, in Wasco County. These have been signed by all parties concerned. One of the copies is for the contractor and the other copy is for Construction Engineer H. G. Smith.

I have retained three copies, one of which I am inserting in the Highway Commission's copy of the contract; one I am forwarding to the Secretary of State to be attached to the copy of the contract in his office; and the third copy I am forwarding to the United States Fidelity & Guaranty Company, surety on the bond furnished by the Mid-Columbia Sand and Gravel Company in connection with this job.

Very truly yours,

Secretary

HBG:AM

The above is the regular procedure for handling contracts except that I also mail the copy to the contractor. The Secty of State copy goes to him through our auditor. I have not yet mailed out any of these copies but I have inserted one in the contract. HBG

June 7, 1940

United States Fidelity & Guaranty Co.
M. K. Sprott, Manager,
Bedell Building
Portland, Oregon

Gentlemen:

I am handing you herewith an executed copy of an agreement between the State Highway Commission and the Mid-Columbia Sand and Gravel Company pertaining to state highway contract No. 2290 which was awarded to the company on February 16, 1940, covering the furnishing of crushed materials in stock piles for the Suefert-Dufur Section of The Dalles-California Highway, in Wasco County.

This copy is furnished you inasmuch as you appear surety on the bond furnished by the contractor in connection with this project.

Very truly yours,

HBG:AM

Secretary

SALEM
June 7, 1940

Agreement with Mid-Columbia Sand
and Gravel Company re contract
for Seufert-Dufur Section

Mr. Carl Smith
OFFICE

Dear Sir:

I am handing you herewith an executed copy of an agreement between the State Highway Commission and the Mid-Columbia Sand and Gravel Company providing for certain changes in the distribution of materials which are to be furnished by the Mid-Columbia Sand and Gravel Company in connection with its contract with the State Highway Commission for stock piling surfacing materials for the Seufert-Dufur Section of The Dalles-California Highway, in Wasco County, Contract No. 2290.

When you have made your notations, will you kindly see that this agreement is forwarded to the Secretary of State to be inserted in the copy of the original contract that is on file in his office.

Very truly yours,

Secretary

HBG:AM

Form E-30—Revised—30M—1-40

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Bend, Oregon
May 16, 1940

Subject: Agreement on Seufert-Dufur
Sect. of The Dalles-Calif. Hwy.

To: Mr. H. G. Smith
Construction Engineer
Salem, Oregon

RECEIVED
MAY [illegible] 1940
CONST[illegible]

Dear Sir:

Agreeable to your request of the 7th instant we have secured the initials of the contractor to the changes in paragraph #3 of the above mentioned special haul agreement. We are returning herewith all five copies.

Very truly yours,

WmChandler

Wm. H. Chandler
Division Engineer

RMS:gh
Encl. 5

REFERRED TO Mr. Baldock
BY SECRETARY

33-1204

March 1, 1940

MID-COLUMBIA SAND & GRAVEL COMPANY
The Dalles, Oregon

Gentlemen:

We are sending you today by express a fully executed copy of contract No. 2290 which was awarded to you on February 16, 1940, by the State Highway Commission, covering the furnishing of crushed materials in stock piles on the Seufert-Dufur Section of The Dalles-California Highway, in Wasco County.

This copy is for your records and files. We are also sending an executed copy to the surety on your bond.

Very truly yours,

STATE HIGHWAY COMMISSION
by

Secretary

MBL

February 20, 1940

MID-COLUMBIA SAND & GRAVEL COMPANY
The Dalles, Oregon

Gentlemen:

We are sending you today by express four copies of Contract No. 2290 which was awarded to you by the State Highway Commission on February 16 covering tje furnishing of crushed materials in stock piles on the Seufert-Dufur Section of The Dalles-California Highway, in Wasco County.

Please execute all four copies of this contract as to agreement and bond and return them to this office for approval by the State Highway Commission. When this has been done a fully executed copy will be returned to you for your records and files. We will also send an executed copy to the surety on your bond.

Your special attention is called to the paragraph under Section 5 (page 14) of the printed General Provisions, relating to the Workmen's Compensation Act. You will be expected to accept the terms of this Act and to carry on your work under this contract in strict conformance therewith.

Your attention is also called to the mimeographed page immediately following page No. 18 of the mimeographed Special Provisions, relating to payment by the contractor of amounts due hospital associations, et cetera.

Very truly yours,

STATE HIGHWAY COMMISSION
By

Secretary

MBL

39-1204

February 17, 1940

Mid Columbia Sand & Gravel Co.

The Dalles, Oregon

Gentlemen:

The State Highway Commission on February 16, 1940, awarded you the contract for furnishing 9,100 cu. yds. crushed rock in stock piles on the Seufert-Dufur Section of The Dalles-California Highway, in Wasco County. This award was based on your low bid of $12,737 submitted on that date.

Contract forms will be sent to you for execution within the next few days.

Very truly yours,

Secretary

AM

cc - Mr. S. H. Probert
Mr. G. S. Paxson

CONTRACT# [redacted] 2291

FAGM 73-5 Tigard Overcrossing & Fanno 1940
Cr. Br., Pacific Hwy. West
#2291

M

RECEIVED
AUG 10 1944
FOR FILE

FAGH 73-5

August 9, 1944

Southern Pacific Company
65 Market Street
San Francisco 5, California

Attention: Mr. Geo. Nelson
Auditor of Miscellaneous Accounts

Gentlemen:

Reference is made to your letter of August 5 concerning your bills for work in connection with the grade separations at Haskell and Tigard in Oregon.

The Public Roads Administration completed the audit of these projects last week. As soon as we have their report, we will be in a position to send the vouchers for these payments to you. We hope that it will be within the next two or three weeks.

Very truly yours,

C. B. McCullough
Assistant State Highway Engineer

GSP GM
cc G. S. Paxson

S-260

Southern Pacific Company

G.S.PA

gn

65 MARKET STREET, SAN FRANCISCO 5, CALIFORNIA

F. L. McCAFFERY,
GENERAL AUDITOR
P. J. KENDALL,
H. C. McCLEER,
L. J. MASSON,
ASSISTANT GENERAL AUDITORS

H. R. GROTH,
AUDITOR OF EQUIPMENT SERVICE ACCOUNTS
GEO. NELSON,
AUDITOR OF MISCELLANEOUS ACCOUNTS
U. E. NORDEEN,
AUDITOR OF DISBURSEMENTS
J. A. QUINN,
AUDITOR OF PAY ROLL ACCOUNTS

P. H. TODD,
AUDITOR OF FREIGHT ACCOUNTS
S. S. WEMETT,
AUDITOR OF CAPITAL EXPENDITURES
W. W. WILLSON,
AUDITOR OF PASSENGER ACCOUNTS

IN REPLY PLEASE REFER TO

EB 220-113-State of
Oregon

AUG 5 1944

State of Oregon,
Oregon State Highway Commission,
Salem, Oregon.

Gentlemen: Attention: Mr. G. S. Paxson, Bridge Engineer.

Referring to your letter of June 6, 1944 relative amount of $411.94 outstanding against State of Oregon, Highway Department under GMO 14025 and 10254 for expense incurred in connection with building new lines at Haskell and Tigard.

Please advise if there have been any further developments and prospects of an early settlement of the amount involved.

Yours truly,

GEO. NELSON

By

AUG - 9 1944
OREGON STATE HIGHWAY COMMISSION
BRIDGE DEPARTMENT

FAGH 73-5

April 7, 1944

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

Reference is made to your letter of April 6, 1944, concerning payment of railroad bills on the Tigard Overcrossing, Oregon SN-FAGH 73(5).

In view of the explanation in that letter, we believe that the only item for which we are billed and which is non-reimbursable is the $128.32 for ties and freight in the bill of the Oregon Electric Railway Co., mentioned in our letter of April 4, 1944.

The bill is still subject to Washington Office review. Settlement by you with the railroad is, of course, a matter for your determination, but it should be understood that we are not making any committment in connection with that settlement.

Very truly yours,

W. H. LYNCH
District Engineer

RECEIVED
APR 8 1944
OREGON
STATE HIGHWAY COMMISSION

Stencil No. 124

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION
DISTRICT ONE

MONTANA
OREGON
WASHINGTON

POST OFFICE BUILDING
PORTLAND, OREGON

[illegible]

March 26, 1943

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Oregon SN-FAGH 73 (5)
Tigard Overcrossing Section
Pacific Highway West

Dear Sir:

We are forwarding herewith, for your files, an executed copy of the modified project agreement and certificate for the above-numbered project.

Very truly yours,

W. H. LYNCH
District Engineer

By L. Caufield
L. J. Caufield
Sr. Highway Engineer

Encl.

RECEIVED
MAR 27 1943
[illegible] COMMISSION

Wa 4 pm 7046

Oregon Federal Aid Grade Crossing Project No. SN-FAGH 73(5).

MODIFICATION OF PROJECT AGREEMENT

WHEREAS, by that certain project agreement signed on August 16, 1940 by the Oregon State Highway Commission, and on August 26, 1940 by the Federal Works Administrator, as amended by modification of project agreement signed on May 17, 1941 by the Oregon State Highway Commission and on June 6, 1941 by the Federal Works Administrator, the said parties entered into an agreement for the improvement of that certain highway described therein and designated as Oregon Federal Aid Grade Crossing Project No. SN-FAGH 73(5); and

WHEREAS, the said State Highway Department has requested approval of a revision of the estimate approved for said project to provide that the Federal funds approved and set aside to the credit of said project be increased from $127,119.24 to $173,258.79.

NOW, THEREFORE, it is hereby mutually agreed by and between the said State Highway Department and the Administrator that the plans, specifications, and estimate be revised in the manner above indicated and that said project agreement be amended as follows:

The third "Whereas" paragraph shall read:

> "Whereas the Administrator has certified to the Secretary of the Treasury his approval of said surveys, plans, specifications and estimates, and the sum of one hundred seventy-three thousand, two hundred fifty-eight and 79/100 dollars ($173,258.79), as the share of the United States payable under said act on account of said project, which is the approved total estimated cost thereof;"

Article IV shall read:

> "Article IV. The United States pro rata share of the value of the labor and materials which shall be actually put into the construction of said project shall not in any event exceed the sum of one hundred seventy-three thousand, two hundred fifty-eight and 79/100 dollars ($173,258.79), certified to the Secretary of the Treasury as above mentioned, which is the approved total estimated cost of said project."

Except as herein specifically modified the said project agreement shall remain in full force and effect.

Showing of authority of the Highway Department to execute agreements will be found in the agreement for project No. 112.

IN WITNESS WHEREOF the parties have hereunto affixed their signatures, the Highway Department on December 28 1942, and the Administrator on MAR 8 1943.

OREGON STATE HIGHWAY COMMISSION

By Henry F. Cabell
Chairman, State Highway Commission

By
Member, State Highway Commission

By Herman Oliver
Member, State Highway Commission

FEDERAL WORKS ADMINISTRATOR,

By W. J. O'Leary
Acting Commissioner of Public Roads.

Oregon Federal Aid Grade Crossing Project No. SN-FAGH 73(5).

Form PR. 3—Revised

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION

CERTIFICATE OF APPROVAL OF PLANS, SPECIFICATIONS, AND ESTIMATES

(Under "An Act to provide that the United States shall aid the States in the construction of rural roads, and for other purposes," approved July 11, 1916, and acts amendatory thereof and supplementary thereto.)

To

The Secretary of the Treasury, and

The State Highway Department of the State of Oregon

Pursuant to the acts above cited, I hereby certify—

First. That in accordance with the provisions of said acts, I have approved the plans, specifications, and estimates submitted by the State Highway Department of the State of Oregon for the construction of a highway designated in the records of this Agency as Federal Aid Grade Crossing Project No. GM-FAGH 73(5) State of Oregon

Second. That in accordance with said provisions I have approved the sum of $ 173,258.79 in lieu of the $127,119.24 approved by Certificate of June 6, 1941 as the total estimated cost of said project, and the sum of $ 173,258.79 as the share of the United States, payable under said acts on account of such project, which [illegible] is the [illegible] total estimated cost.

Done at the city of Washington, this .... day of .... one thousand nine hundred and MAR 3 1943

Federal Works Administrator,

By ....
Acting Commissioner of Public Roads.

U. S. GOVERNMENT PRINTING OFFICE 16—10120

FAGH 73-5

UNITED STATES DEPARTMENT OF AGRICULTURE
(Stencil #28) **BUREAU OF PUBLIC ROADS**
DISTRICT No. 1

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION

IN YOUR REPLY PLEASE REFER TO FILE No.

December 10, 1942

POST OFFICE BUILDING
PORTLAND, OREGON

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Oregon SN-FAGH 73 (5)
Tigard Overcrossing
Pacific Highway West

Dear Sir:

We are forwarding herewith two copies of proposed modified project agreement for signature and return to this office.

Enclosed is an approved copy of the detail estimate, upon which the agreement was based, ~~together with approved copy of specifications.~~

Very truly yours,

W. H. LYNCH
District Engineer

By L. J. Caufield
L. J. Caufield
Sr. Highway Engineer

RECEIVED
DEC 11 1942
STATE HIGHWAY COMMISSION

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RECEIVED
NOV 17 1942
FOR FILING

FAGH 73-5

October 3, 1942

Mr. W. H. Lynch
District Engineer
Public Roads Administration
Post Office Box 3900
Portland, Oregon

Dear Sir:

Herewith are enclosed seven copies of estimate as basis for modified agreement for the Tigard Overcrossing Section, Project No. FAGH 73 (5) in which estimate the Government funds requested have been increased to $173,258.79.

Very truly yours,

R. H. BALDOCK
Chief Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/GS

Encl.

Oregon State Highway Department

Federal Aid Grade Crossing
Project No. FAGH 73 (5)

TIGARD OVERCROSSING SECTION OF THE PACIFIC HIGHWAY WEST IN WASHINGTON COUNTY

(Estimate as basis for modified agreement. Based on low bid prices.)

Salem, Oregon, September 25, 1942

Roadway (Sta. 75+00 to 82+77) (Sta. 86+20 to 92+31)
(Sta. 93+55 to 100+06)

All Required		Clearing and Grubbing		$ 666.00
1,040	cu. yds.	Trench Excavation	$ .75	780.00
93,700	cu. yds.	Excavation, Single Classification	.18	16,866.00
261,500	yd. mi.	Truck Haul	.08	20,920.00
0.39	mile	Finishing Roadbed and Slopes	200.00	78.00
200	lin. ft.	12" Corr. Iron Pipe	1.30	260.00
200	lin. ft.	12" Concrete Pipe	.85	170.00
590	lin. ft.	18" Concrete Pipe	2.15	1,268.50
70	lin. ft.	24" Concrete Pipe	2.80	196.00
3	only	Concrete Catch Basins	25.00	75.00
2	only	Concrete Catch Inlets	20.00	40.00
20	cu. yds.	Class "A" Concrete (Retaining Wall)	20.00	400.00
2,500	lbs.	Metal Reinforcement (Retaining Wall)	.06	150.00
20	cu. yds.	Dry Rubble Masonry	8.00	160.00
3,320	lin. ft.	Cable Guard Fence	1.10	3,652.00
3,800	cu. yds.	1½" - 0" Material in Base	.90	3,420.00
840	cu. yds.	3/4" - 0" Material in Shoulders and Surfacing	1.65	1,386.00
280	cu. yds.	1" - 0" Material in Cushion Course	1.65	462.00
100	cu. yds.	Filler	.40	40.00
100	yd. mi.	Hauling Filler	.10	10.00
9,100	sq. yds.	Portland Cement Concrete Pavement	1.55	14,105.00
700	lin. ft.	Expansion Joints	.15	105.00
5,000	lin. ft.	Contraction Joints	.02	100.00
700	only	Dowels	.20	140.00
22,000	lbs.	Tie Bars and Reinforcement	.05	1,100.00
250	tons	Class "A" Asphaltic Concrete	4.90	1,225.00
70	tons	Class "B" Asphaltic Concrete	4.90	343.00
70	tons	Cutback Asphalt Wearing Surface	4.90	343.00
26	cu. yds.	Mineral Aggregate in Place	4.00	104.00
3	tons	Tar in Place	28.00	84.00
			Subtotal	$ 68,648.50
			10% Engr. & Cont.	6,864.85
			Total	75,513.35

Overcrossing Structure (Sta. 8[illegible]+77 to Sta. 86+20)

290	cu. yds.	Excavation, Single Classification	$ .50	$ 145.00
890	cu. yds.	Structural Excavation	2.00	1,780.00
60	cu. yds.	Structural Excavation Below Plans	5.00	300.00
10,600	lin. ft.	Furnishing Untreated Piling	.15	1,590.00
290	only	Driving Piles	5.00	1,450.00
1,700	cu. yds.	Class "A" Concrete	20.00	34,000.00
377,000	lbs.	Metal Reinforcement	.0475	17,907.50
115	lbs.	Copper and Bronze	.75	86.25
2,300	lbs.	Cast Steel	.20	460.00
700	lin. ft.	Metal Handrail	5.00	3,500.00
				$ 61,218.75
All Required		Work Performed by Southern Pacific Co's Forces		$ 697.00
All Required		Work Performed by Oregon Electric Co's Forces		$ 1,860.00
		Subtotal		$ 63,775.75
		10% Engr. & Cont.		6,377.57
		Railroad Retirement and Soc. Security Taxes		11.00
				$ 70,164.32

Fanno Creek Bridge (Sta. 92+31 to Sta. 93+55)

210	cu. yds.	Excavation, Single Classification	$ .50	$ 105.00
550	cu. yds.	Structural Excavation	2.00	1,100.00
40	cu. yds.	Structural Excavation Below Plans	5.00	200.00
3,400	lin. ft.	Furnishing Untreated Piling	.15	510.00
110	only	Driving Piling	5.00	550.00
800	cu. yds.	Class "A" Concrete	20.00	16,000.00
108,000	lbs.	Metal Reinforcement	.0475	5,130.00
105	lbs.	Copper and Bronze	.75	78.75
280	lin. ft.	Metal Handrail	5.00	1,400.00
		Subtotal		$ 25,073.75
		10% Engr. & Cont.		2,507.37
		Total		$ 27,581.12

Length of Roadway	.387 mile
Length of Overcrossing Structure	.065 mile
Length of Fanno Creek Bridge	.023 mile
Total Length	.475 mile
Cost per mile, Roadway	$195,124.93

Federal Aid Grade Crossing Funds Requested:

Roadway - - - - - - - - - - - - - - - - - -	$ 75,513.35
Overcrossing Structure- - - - - - - - - - - -	70,164.32
Fanno Creek Bridge- - - - - - - - - - - - - -	27,581.12
	$ 173,258.79

1939 Grade Crossing Funds	$127,119.24	Length	.349 mile
1941 Grade Crossing Funds	46,139.55	Length	.126 mile

State Funds for Construction: Chap. 175, laws 1917; Chap. 31, laws 1920;
Chap. 529, laws 1939

State Funds for Maintenance: Chap. 529, laws 1939

RECEIVED
1941

73-5

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

Stencil No. 8.

IN YOUR REPLY PLEASE
REFER TO FILE NO.________

POST OFFICE BUILDING
PORTLAND, OREGON

December 8, 1941

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

Final inspection of Oregon FAGH 73 (5), Tigard Overcrossing on the Pacific Highway West ________________, was made by a representative of this office on November 14, 1941.

Prompt submission of the final voucher will be appreciated.

Very truly yours,

W. H. LYNCH
District Engineer

By L. Caufield
L. J. Caufield
Sr. Highway Engineer

Ron

73-5

RECEIVED

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1
POST OFFICE BUILDING
PORTLAND, OREGON

RECEIVED
JUN 20
STATE HIGHWAY COMMISSION

IN YOUR REPLY PLEASE REFER TO FILE No.

Stencil No. 124

Oregon SN-FAGH 73 (5)
Tigard Overcrossing,
Pacific Highway West.

June 19, 1941

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

We are forwarding herewith, for your files, an executed copy of the modified project agreement and certificate for the above numbered project.

Very truly yours,

W. H. LYNCH
District Engineer

By T M Davis
T. M. Davis
Sr. Highway Engineer

Encls.

Iron

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wa4pr-7046

Oregon Federal Aid Grade Crossing Project No. SN-FAGH 73 (5).

MODIFICATION OF PROJECT AGREEMENT

WHEREAS, by that certain project agreement signed on August 26, 1940 by the Federal Works Administrator, and on August 16, 1940 by the Oregon State Highway Commission, the said parties entered into an agreement for the improvement of that certain highway described therein and designated as Oregon Federal Aid Grade Crossing project No. FAGH 73 (5), hereafter to be known and designated as Oregon Federal Aid Grade Crossing Project No. SN-FAGH 73 (5); and

WHEREAS, the State Highway Department of Oregon has requested the Administrator to approve a revision of the plans, specifications, and estimate for said project to provide for increasing the authorized Federal pro rata share of the total estimated cost of the project; and by reason thereof has requested that the Federal funds approved and set aside to the credit of the project be increased from $85,536.94 to $127,119.24;

NOW, THEREFORE, it is hereby mutually agreed by and between the said State Highway Department and the Administrator that the plans, specifications, and estimate be revised in the manner above indicated and that said project agreement be amended as follows:

The third "Whereas" paragraph shall read:

> "Whereas the Administrator has certified to the Secretary of the Treasury his approval of said surveys, plans, specifications and estimates, and the sum of one hundred twenty-seven thousand, one hundred nineteen and 24/100 dollars ($127,119.24), as the share of the United States payable under said act on account of said project, which does not exceed the authorized Federal pro rata share of the approved total estimated cost thereof;"

Article IV shall read:

> "Article IV. The United States pro rata share of the value of the labor and materials which shall be actually put into the construction of said project shall not in any event exceed the sum of one hundred twenty-seven thousand, one hundred nineteen and 24/100 dollars ($127,119.24), certified to the Secretary of the Treasury as above mentioned, which does not exceed the authorized Federal pro rata share of one hundred seventy-three thousand, two hundred fifty-eight and 79/100 dollars ($173,258.79), the approved total estimated cost of said project."

Except as herein specifically modified the said project agreement shall remain in full force and effect.

Showing of authority of the Highway Department to execute agreements will be found in the agreement for project No. 112.

IN WITNESS WHEREOF the parties have hereunto affixed their signatures, the Highway Department on May 17, 1941, and the Administrator on JUN - 6 1941.

OREGON STATE HIGHWAY COMMISSION

By Henry F. Cabell
Chairman, State Highway Commission

By
Member, State Highway Commission

By
Member, State Highway Commission

FEDERAL WORKS ADMINISTRATOR,

By
Acting Commissioner of Public Roads.

Oregon Federal Aid Grade Crossing Project No. SM-FAGM 73 (5).

Form PR. 4—Revised

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION

CERTIFICATE OF APPROVAL OF PLANS, SPECIFICATIONS, AND ESTIMATES

(Under "An Act to provide that the United States shall aid the States in the construction of rural roads, and for other purposes," approved July 11, 1916, and acts amendatory thereof and supplementary thereto.)

To

The Secretary of the Treasury, and

The State Highway Department of the State of **Oregon**

Pursuant to the acts above cited, I hereby certify—

First. That in accordance with the provisions of said acts, I have approved the plans, specifications, and estimates submitted by the State Highway Department of the State of **Oregon** for the construction of a highway designated in the records of this Agency as **Federal Aid Grade Crossing** Project No. **SN-FAGM-73 (5)** State of **Oregon**

Second. That in accordance with said provisions I have approved the sum of **$173,258.79** **in lieu of the $85,536.94 approved by Certificate of August 26, 1940** as the total estimated cost of said project, and the sum of **$127,119.24** / as the share of the United States, payable under said acts on account of such project, which does not exceed the authorized Federal pro rata share of said total estimated cost.

Done at the city of Washington, this ______ day of ______ one thousand nine hundred and JUN - 6 1941

Federal Works Administrator,

RECEIVED
JUN 18

By H. O'Leary
Acting Commissioner of Public Roads.

U. S. GOVERNMENT PRINTING OFFICE 16—10130

RECEIVED
MAY 21 1941
FOR FILING

FAGH 73-5

May 19, 1941

Mr. W. E. Lynch
District Engineer
Public Roads Administration
P. O. Box 3900
Portland, Oregon

Dear Sir:

We are enclosing herewith two signed copies of project agreement for the Tigard Overcrossing Section, Project No. SN-FAGH 73 (5).

Very truly yours,

R. H. BALDOCK
Chief Engineer

By

S. H. Probert
Office Engineer

Dist. by J. W. Nash/ER

Encl.

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION
DISTRICT ONE

MONTANA
OREGON
WASHINGTON

POST OFFICE BUILDING
PORTLAND, OREGON

May 12, 1941

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

We are forwarding herewith two copies of proposed modification of project agreement for Oregon Federal Aid Grade Crossing Project No. SN-FAGH 73(5), Tigard Overcrossing on the Pacific Highway West, for signature and return to this office. Please do not delay, as the additional funds will lapse if not under completely executed agreement by June 30, 1941.

Enclosed also is an approved copy of the detail estimate upon which the agreement was based.

Very truly yours,

WH Lynch

W. H. LYNCH
District Engineer

Encls.

RECEIVED
APR 28 1941
FOR FILING

FAGH 73-5

April 26, 1941

Mr. W. H. Lynch
District Engineer
Public Roads Administration
P. O. Box 3900
Portland, Oregon

Dear Sir:

We are enclosing herewith seven copies of estimate as basis for modified agreement for the Tigard Overcrossing Section, Project No. FAGH 73 (5).

The Government funds requested for this project has been increased to $127,119.24 to take up the present unobligated balance of 1939 Federal Aid Grade Crossing funds.

Very truly yours,

R. H. BALDOCK
Chief Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/ER

Encl.

Oregon State Highway Department

Federal Aid Grade Crossing
Project No. FAGH 73 (5)

TIGARD OVERCROSSING SECTION OF THE

PACIFIC HIGHWAY WEST IN WASHINGTON COUNTY

(Estimate as basis for modified agreement. Based on low bid prices.)

Salem, Oregon, April 24, 1941

Roadway (Sta. 75+00 to 82+77) (Sta. 86+20 to 92+31)
(Sta. 93+55 to 100+05)

All Required		Clearing and Grubbing		$ 666.00
1,040	cu. yds.	Trench Excavation	$ .75	780.00
93,700	cu. yds.	Excavation, Single Classif.	.18	16,866.00
261,500	yd. mi.	Truck Haul	.08	20,920.00
0.39	mile	Finishing Roadbed and Slopes	200.00	78.00
200	lin. ft.	12" Corr. Iron Pipe	1.30	260.00
200	lin. ft.	12" Concrete Pipe	.85	170.00
590	lin. ft.	18" Concrete Pipe	2.15	1,268.50
70	lin. ft.	24" Concrete Pipe	2.80	196.00
3	only	Concrete Catch Basins	25.00	75.00
2	only	Concrete Catch Inlets	20.00	40.00
20	cu. yds.	Class "A" Concrete (Retaining Wall)	20.00	400.00
2,500	lbs.	Metal Reinforcement (Retaining Wall)	.06	150.00
20	cu. yds.	Dry Rubble Masonry	8.00	160.00
3,320	lin. ft.	Cable Guard Fence	1.10	3,652.00
3,800	cu. yds.	1½" - 0" Material in Base	.90	3,420.00
840	cu. yds.	3/4" - 0" Material in Shoulders and Surfacing	1.65	1,386.00
280	cu. yds.	½" - 0" Material in Cushion Course	1.65	462.00
100	cu. yds.	Filler	.40	40.00
100	yd. mi.	Hauling Filler	.10	10.00
9,100	sq. yds.	Portland Cement Concrete Pavement	1.55	14,105.00
700	lin. ft.	Expansion Joints	.15	105.00
5,000	lin. ft.	Contraction Joints	.02	100.00
700	only	Dowels	.20	140.00
22,000	lbs.	Tie Bars and Reinforcement	.05	1,100.00
250	tons	Class "A" Asphaltic Concrete	4.90	1,225.00
70	tons	Class "B" Asphaltic Concrete	4.90	343.00
70	tons	Cutback Asphalt Wearing Surface	4.90	343.00
26	cu. yds.	Mineral Aggregate in Place	4.00	104.00
3	tons	Tar in Place	28.00	84.00
			Subtotal	$ 68,648.50
			10% Engr. & Cont.	6,864.85
			Total	$ 75,513.35

Overcrossing Structure (Sta. 82+77 to Sta. 86+20 (Low Bid Prices)

290	cu. yds.	Excavation, Single Classif.	$ .50	$ 145.00
890	cu. yds.	Structural Excavation	2.00	1,780.00
60	cu. yds.	Structural Excavation Below Plans	5.00	300.00
10,600	lin. ft.	Furnishing Untreated Piling	.15	1,590.00
290	only	Driving Piles	5.00	1,450.00
1,700	cu. yds.	Class "A" Concrete	20.00	34,000.00
377,000	lbs.	Metal Reinforcement	.0475	17,907.50
115	lbs.	Copper and Bronze	.75	86.25
2,300	lbs.	Cast Steel	.20	460.00
700	lin. ft.	Metal Handrail	5.00	3,500.00
				$ 61,218.75
All Required		Work Performed by Southern Pacific Co's Forces		$ 697.00
All Required		Work Performed by Oregon Electric Co's Forces		$ 1,860.00
		Subtotal		$ 63,775.75
		10% Engr. & Cont.		6,377.57
		Railroad Retirement and Soc. Security Taxes		11.00
				$ 70,164.32

Fanno Creek Bridge (Sta. 96+31 to Sta. 97+55) (Low Bid Prices)

210	cu. yds.	Excavation, Single Classif.	$ .50	$ 105.00
550	cu. yds.	Structural Excavation	2.00	1,100.00
40	cu. yds.	Structural Excavation Below Plans	5.00	200.00
3,400	lin. ft.	Furnishing Untreated Piling	.15	510.00
110	only	Driving Piling	5.00	550.00
800	cu. yds.	Class "A" Concrete	20.00	16,000.00
108,000	lbs.	Metal Reinforcement	.0475	5,130.00
105	lbs.	Copper and Bronze	.75	78.75
280	lin. ft.	Metal Handrail	5.00	1,400.00
		Subtotal		$ 25,073.75
		10% Engr. & Cont.		2,507.37
		Total		$ 27,581.12

Length of Roadway	.387 mile
Length of Overcrossing Structure	.065 mile
Length of Fanno Creek Bridge	.023 mile
Total Length	.475 mile
Cost per mile, Roadway	$195,184.93

SUMMARY OF FUNDS REQUESTED

Item	Total Cost	FAGM Funds	State Funds
Roadway	$ 75,513.35	$ 55,404.00	$ 20,109.35
Overcrossing Structure	70,164.32	51,479.00	18,685.32
Fanno Creek Bridge	27,581.12	20,236.24	7,344.88
	$ 173,258.79	$ 127,119.24	$ 46,139.55

State Funds for Construction: Chap. 175, laws 1917; Chap. 31, laws 1920; Chap. 529, laws 1939

State Funds for Maintenance: Chap. 529, laws 1939

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JAN 24 1941
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January 24, 1941

Great American Indemnity Company
Harvey Wells-Reed Insurance Agency
Failing Building
Portland, Oregon

Gentlemen:

You are advised that state highway contract No. 2291 for the Tigard Overcrossing and Fanno Creek Bridge of the Pacific Highway, in Washington County, has been completed and that final payment to the contractor, Jacobsen-Jensen Co., will be on or after February 3, 1941.

The state is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the state assumes no responsibility for any such claims should there be any.

This notice is served upon you since you appear as surety on the bond furnished by the contractor. Kindly acknowledge receipt of this letter.

For your information we wish to advise you that the total amount paid the contractor in connection with this contract will be $81,214.35, of which amount $90.79 represents force account work.

This contract was completed on October 5,1940 and was accepted by the State Highway Commission on October 11, 1940.

Very truly yours,

By

Secretary

HBG/AM

NOTED
D. G. DeSart

RECEIVED
OCT 25 1940
FOR FILING

FAGM 73-5

October 25, 1940

GREAT AMERICAN INDEMNITY COMPANY
c/o Harvey Wells-Reed Insurance Agency
Failing Building
Portland, Oregon

Gentlemen:

You are advised that it is the intention of the State Highway Commission to make semi-final payment to Jacobsen-Jensen Company on Contract No. 2291, Tigard Overcrossing and Fanno Creek Cridge on the Pacific Highway West, in Washington County. This payment, in the amount of $4,857.72, will be made on or after November 4, 1940. The retained percentage, which will be the approximate amount of the final estimate, is $2,436.43.

The state is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues, or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the state assumes no responsibility for any such claims should there be any.

Kindly acknowledge receipt of this letter.

Very truly yours,

STATE HIGHWAY COMMISSION
By

Secretary

DGD:MBL

NOTED
D. G. DeS

(9)

FORM E-90 REVISED 25M 5-40

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7-25

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
October 8, 1940

Subject:

To: Mr. H. B. Glaisyer
Secretary
Office

Dear Sir:

For your information, Jacobsen-Jensen Company completed work on Concrete No. 2291, Tigard Overcrossing and Fanno Creek Bridge on the Pacific Highway West in Washington County, on October 5, 1940. ✓ Will you please secure authority from the Commission to pay the final estimate on this job. The specified date of completion for the work was October 31, 1940.

Yours very truly,

G. S. Paxson
Bridge Engineer

By WaKee

W. A. Reeves
Bridge Office Engineer

CAG:TH
cc: C. A. Gardner

APPROVED BY HIGHWAY COMMISSION
DATE Oct. 11, 1940

NOTED
D. G. DeSart

F-5

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION

Stencil No. 8.

IN YOUR REPLY PLEASE
REFER TO FILE No.________

POST OFFICE BUILDING
PORTLAND, OREGON

RECEIVED

October 7, 1940

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

Final inspection of Oregon FAGH 73 (5), Tigard Overcrossing (Bridge) ________, was made by a representative of this office on September 30, 1940.

Prompt submission of the final voucher will be appreciated.

Very truly yours,

W. H. LYNCH
District Engineer

By L J Caufield
L. J. Caufield
Sr. Highway Engineer

FAGH 73-5

RECEIVED
SEP 25 1940
FOR FILING

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

POST OFFICE BUILDING
PORTLAND, OREGON

Stencil No. 12

IN YOUR REPLY PLEASE REFER TO FILE No. Ore. FAGH 73 (5)
Tigard Overcrossing
Pacific Highway West

September 18, 1940

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

We are forwarding herewith, for your files, an executed copy of the ________________ project agreement and certificate for the above numbered project.

Very truly yours,

W. H. LYNCH
District Engineer

By L. J. Caufield
L. J. Caufield
Sr. Highway Engineer

Encls.

Ino

/

wa4pr-7046

Form P. R. 2

State Oregon

Federal Aid Grade Crossing Project No. FAGM 73(5)

PROJECT AGREEMENT

MEMORANDUM OF AGREEMENT made this 16th day of Aug, 1940

by and between The Oregon State Highway Commission, constituting

for the purpose hereof, the Highway Department of the State of Oregon hereinafter called the Highway Department, and the Federal Works Administrator, hereinafter called the Administrator, under and pursuant to the provisions of the act of Congress approved July 11, 1916 (39 Stat., 355), entitled "An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes," and of the act approved November 9, 1921 (42 Stat., 212), entitled "An Act to amend the Act entitled 'An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes,' approved July 11, 1916, as amended and supplemented, and for other purposes," and acts amendatory thereof or supplementary thereto; particularly Section 8 of the Act approved June 16, 1936 (49 Stat. 1521 - Public No. 686, 74th Congress);

Whereas the Highway Department of said State submitted on the 16th day of June, 19[illegible], a project statement, which was approved on the 15th day of August, 19[illegible], for the proposed construction of a project consisting of the road hereinafter described; and

Whereas the Highway Department, in accordance with the rules and regulations promulgated for the administration of the Federal Highway Act, has furnished surveys, plans, specifications, and estimates for ~~Section~~ ~~of~~ said project which were recommended for approval by the District Engineer of the Public Roads Administration on the 1st day of February 1940; and

Whereas the Administrator has certified to the Secretary of the Treasury his approval of said surveys, plans, specifications, and estimates, and the sum of eighty-five thousand, five hundred thirty-six and 94/100 dollars ($85,536.94) as the share of the United States payable under said act on account of ~~Section~~ ~~of~~ said project, which does not exceed the authorized Federal pro rata share of the approved total estimated cost thereof:

Now, therefore, in consideration of the premises and of the several promises to be faithfully performed by each, as hereinafter set forth, the Highway Department and the Administrator do hereby mutually agree as follows:

10—11379

FUNDS AT THE DISPOSAL OF THE HIGHWAY DEPARTMENT

ARTICLE I. Funds for the use of the Highway Department in the construction of said project have been made available in the following manner, to wit:

(a) By the State from Chap. 175, laws 1917; Chap. 31, laws 1920; Chap. 529, laws 1939.
(Include date and citation of act of legislature by which authorized)

(b) From other sources under Section 8 of the Act approved June 16, 1936, 49 Stat. 1521 (Public No. 686, 74th Congress).
(State how placed under direct control of Highway Department)

ROAD EMBRACED IN PROJECT

ARTICLE II. This agreement covers the following highway as described in detail in said surveys, plans, and specifications:

Between survey station 75+00 in the NE 1/4 Section 2, T. 2 S., R. 1 W., W. M., and survey station 100+06 in the NW 1/4 Section 2, T. 2 S., R. 1 W., W. M.

, length 0.475 of a mile~~s~~ in Washington County, being ~~Section~~ ~~an~~ Oregon Federal Aid Grade Crossing project No. FAGM 73/(5), consisting of 0.587 of a mile~~s~~ of roadway and 2 bridges, each of more than 20 feet clear span, 0.[illegible] of a mile in length.

CHARACTER AND METHOD OF CONSTRUCTION

ARTICLE III. The Highway Department will construct or cause to be constructed to final completion said project, in strict compliance with said plans and specifications, which are made a part hereof, under its direct supervision, which shall include adequate inspection throughout the course of construction, subject at all times to inspection and approval by the Administrator or his agents, and in accordance with the laws of said State, the rules and regulations of the Administrator, and the following conditions:

(*a*) It is agreed that the construction work on the project shall be performed by contract, unless the performance thereof by force account shall be approved by the Administrator or his authorized representatives. Such construction work as may be performed by force account shall be paid for on the basis of the units of work performed at the unit prices set forth in the estimate as approved by the Administrator, except that where the total actual cost is ascertained to be less than the estimate so approved the total Federal payments shall not exceed the Federal pro rata share of such total actual cost.

UNITED STATES PRO RATA SHARE OF THE COST OF SAID PROJECT

ARTICLE IV. The United States pro rata share of the value of the labor and materials which shall be actually put into the construction of ~~Section~~ ~~of~~ said project shall not in any event exceed the sum of eighty-five thousand, five hundred thirty-six and 94/100 dollars ($85,536.94), certified to the Secretary of the Treasury as above mentioned, which does not exceed the authorized Federal pro rata share of one hundred seventy-three thousand, two hundred fifty-eight and 79/100 dollars ($173,258.79), the approved total estimated cost of ~~Section~~ ~~of~~ said project.

PAYMENTS

ARTICLE V. As the construction of said project progresses, the Administrator shall from time to time draw warrants on the Secretary of the Treasury for the payment to State Treasurer

(Official or depository)

hereby designated by the Highway Department for that purpose and authorized under the laws of said State to receive public funds of the State of Oregon (Name) of such sums as shall not, together with previous payments, exceed the United States pro rata share, as above specified, of the value, as determined by the Administrator after inspection and approval, of the labor and materials which have actually been put into said construction work in compliance with the requirements of Article III hereof.

The Administrator reserves the right to withhold such sum as he may deem necessary to insure completion of construction in compliance with said plans and specifications.

MAINTENANCE OF PROJECT

ARTICLE VI. The Highway Department will maintain said project in compliance with said acts of July 11, 1916, and November 9, 1921, out of funds which have been or will be made available therefor by said State in the manner herein set forth, to wit: Chap. 529, Laws 1939. (Include reference to statute authorizing funds and probable amount annually available)

The Highway Department will use every means within its power to insure proper and permanent maintenance of said project, and to that end will provide for the constant making of needed repairs to preserve a smooth-surfaced highway.

Showing of authority of the Highway Department to execute agreements will be found in the agreement for project No. 112.

In witness whereof the parties have hereunto affixed their signatures, the Highway Department on the day and year first above written and the Administrator on the ______ day of

AUG 26 1940, 19__

OREGON STATE HIGHWAY COMMISSION
(Official title of Highway Department)

By Henry F. Cabell
Chairman, State Highway Commission
(Title of officer)

By ______
Member, State Highway Commission
(Title of officer)

By ______
Member, State Highway Commission
(Title of officer)

By ______
______
(Title of officer)

By ______
______
(Title of officer)

FEDERAL WORKS ADMINISTRATOR,

By ______
Acting Commissioner of Public Roads.

U. S. GOVERNMENT PRINTING OFFICE 10—11279

Showing of authority of the Highway Department to execute agreements will be found in the agreement for project No. 112.

In witness whereof the parties have hereunto affixed their signatures, the Highway Department on the day and year first above written and the Administrator on the ________ day of AUG 26 1940, 19__

OREGON STATE HIGHWAY COMMISSION
(Official title of Highway Department)

By Henry F. Cabell
Chairman, State Highway Commission
(Title of officer)

By ________
Member, State Highway Commission
(Title of officer)

By ________
Member, State Highway Commission
(Title of officer)

By ________
____
(Title of officer)

By ________
____
(Title of officer)

FEDERAL WORKS ADMINISTRATOR,

By ________
Acting Commissioner of Public Roads.

U. S. GOVERNMENT PRINTING OFFICE 10—11379

Form PR. 3—Revised

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION

CERTIFICATE OF APPROVAL OF PLANS, SPECIFICATIONS, AND ESTIMATES

(Under "An Act to provide that the United States shall aid the States in the construction of rural roads, and for other purposes," approved July 11, 1916, and acts amendatory thereof and supplementary thereto.)

To

The Secretary of the Treasury, and

The State Highway Department of the State of Oregon

Pursuant to the acts above cited, I hereby certify—

First. That in accordance with the provisions of said acts, I have approved the plans, specifications, and estimates submitted by the State Highway Department of the State of Oregon for the construction of a highway designated in the records of this Agency as Federal Aid Grade Crossing Project No. FAGH 73(5) State of Oregon

Second. That in accordance with said provisions I have approved the sum of $ 173,258.79 as the total estimated cost of said project, and the sum of $ 85,536.94 as the share of the United States, payable under said acts on account of such project, which does not exceed the authorized Federal pro rata share of said total estimated cost.

Done at the city of Washington, this .... day of AUG 26 1940

one thousand nine hundred and ....

Federal Works Administrator,

By ....
Acting Commissioner of Public Roads.

U. S. GOVERNMENT PRINTING OFFICE 16—10139

FAGH 73-5

(Stencil #28)

RECEIVED
AUG 20 1940
FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

POST OFFICE BUILDING
PORTLAND, OREGON

IN YOUR REPLY PLEASE
REFER TO FILE No. Oregon FAGH 73(5)
Tigard Overcrossing
Pacific Highway West

July 2, 1940

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

We are forwarding herewith two copies of proposed project agreement for signature and return to this office.

Enclosed is an approved copy of the detail estimate, upon which the agreement was based, together with approved copy of specifications.

Very truly yours,

W. H. LYNCH
District Engineer

By L.J. Caufield
L. J. Caufield
Senior Highway Engineer

7G 2H73-5

April 15, 1940

Mr. W. H. Lynch
District Engineer
Public Roads Administration
Post Office Box 3900
Portland, Oregon

Dear Sir:

Herewith are enclosed seven copies of estimate as basis for project agreement for the Tigard Overcrossing Section, Project No. FAGH 73 (5).

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/GS

Encl.

Oregon State Highway Department

Federal Aid Grade Crossing
Project No. FAGM 73 (5)

TIGARD OVERCROSSING SECTION OF THE PACIFIC HIGHWAY WEST IN WASHINGTON COUNTY

(Estimate as basis for project agreement. Based on low bid prices.)

Salem, Oregon, April 5, 1940

Roadway (Sta. 75+00 to 82+77) (Sta. 86+20 to 92+31)
(Sta. 93+55 to 100+06)

All Required		Clearing and Grubbing		$ 666.00
1,040	cu. yds.	Trench Excavation	$ .75	780.00
93,700	cu. yds.	Excavation, Single Classif.	.18	16,866.00
261,500	yd. mi.	Truck Haul	.08	20,920.00
0.39	mile	Finishing Roadbed and Slopes	200.00	78.00
200	lin. ft.	12" Corr. Iron Pipe	1.30	260.00
200	lin. ft.	12" Concrete Pipe	.85	170.00
590	lin. ft.	18" Concrete Pipe	2.15	1,268.50
70	lin. ft.	24" Concrete Pipe	2.80	196.00
3	only	Concrete Catch Basins	25.00	75.00
2	only	Concrete Catch Inlets	20.00	40.00
20	cu. yds.	Class "A" Concrete (Retaining Wall)	20.00	400.00
2,500	lbs.	Metal Reinforcement (Retaining Wall)	.06	150.00
20	cu. yds.	Dry Rubble Masonry	8.00	160.00
3,320	lin. ft.	Cable Guard Fence	1.10	3,652.00
3,800	cu. yds.	1½" - 0" Material in Base	.90	3,420.00
840	cu. yds.	3/4" - 0" Material in Shoulders and Surfacing	1.65	1,386.00
280	cu. yds.	1" - 0" Material in Cushion Course	1.65	462.00
100	cu. yds.	Filler	.40	40.00
100	yd. mi.	Hauling Filler	.10	10.00
9,100	sq. yds.	Portland Cement Concrete Pavement	1.55	14,105.00
700	lin. ft.	Expansion Joints	.15	105.00
5,000	lin. ft.	Contraction Joints	.02	100.00
700	only	Dowels	.20	140.00
22,000	lbs.	Tie Bars and Reinforcement	.05	1,100.00
250	tons	Class "A" Asphaltic Concrete	4.90	1,225.00
70	tons	Class "B" Asphaltic Concrete	4.90	343.00
70	tons	Cutback Asphalt Wearing Surface	4.90	343.00
26	cu. yds.	Mineral Aggregate in Place	4.00	104.00
3	tons	Tar in Place	28.00	84.00
			Subtotal	$ 68,648.50
			10% Engr. & Cont.	6,864.85
			Total	$ 75,513.35

Overcrossing Structure (Sta. 82+77 to Sta. 86+20)(Low Bid Prices)

290	cu. yds.	Excavation, Single Classif.	$ .50	$ 145.00
890	cu. yds.	Structural Excavation	2.00	1,780.00
60	cu. yds.	Structural Excavation Below Plans	5.00	300.00
10,600	lin. ft.	Furnishing Untreated Piling	.15	1,590.00
290	only	Driving Piles	5.00	1,450.00
1,700	cu. yds.	Class "A" Concrete	20.00	34,000.00
377,000	lbs.	Metal Reinforcement	.0475	17,907.50
115	lbs.	Copper and Bronze	.75	86.25
2,300	lbs.	Cast Steel	.20	460.00
700	lin. ft.	Metal Handrail	5.00	3,500.00
				$ 61,218.75
All Required		Work Performed by Southern Pacific Co's Forces		$ 697.00
All Required		Work Performed by Oregon Electric Co's Forces		$ 1,860.00
		Subtotal		$ 63,775.75
		10% Engr. & Cont.		6,377.57
		Railroad Retirement and Soc. Security Taxes		11.00
				$ 70,164.32

Fanno Creek Bridge (Sta. 92+31 to Sta. 93+55)(Low Bid Prices)

210	cu. yds.	Excavation, Single Classif.	$ .50	$ 105.00
550	cu. yds.	Structural Excavation	2.00	1,100.00
40	cu. yds.	Structural Excavation Below Plans	5.00	200.00
3,400	lin. ft.	Furnishing Untreated Piling	.15	510.00
110	only	Driving Piling	5.00	550.00
800	cu. yds.	Class "A" Concrete	20.00	16,000.00
108,000	lbs.	Metal Reinforcement	.0475	5,130.00
105	lbs.	Copper and Bronze	.75	78.75
280	lin. ft.	Metal Handrail	5.00	1,400.00
		Subtotal		$ 25,073.75
		10% Engr. & Cont.		2,507.37
		Total		$ 27,581.12

Length of Roadway	.387 mile
Length of Overcrossing Structure	.065 mile
Length of Fanno Creek Bridge	.023 mile
Total Length	.475 mile
Cost per mile, Roadway	$195,124.93

SUMMARY OF FUNDS REQUESTED

Item	Total Cost	FAGH Funds	State Funds
Roadway	$ 75,513.35	$ 37,280.00	$ 38,233.35
Overcrossing Structure	70,164.32	34,640.00	35,524.32
Fanno Creek Bridge	27,581.12	13,616.94	13,964.18
	$ 173,258.79	$ 85,536.94	$ 87,721.85

State Funds for Construction: Chap. 175, laws 1917; Chap. 31, laws 1920; Chap. 529, laws 1939
State Funds for Maintenance: Chap. 529, laws 1939

79S 14-73-5

March 25, 1940

JACOBSEN-JENSEN COMPANY
517 N. E. Stanton
Portland, Oregon

Gentlemen:

We are sending you today by express a fully executed copy of Contract No. 2291 which was awarded to you by the State Highway Commission on March 2, 1940, covering the construction of the Tigard Overcrossing and Fanno Creek Bridge on the Pacific Highway West, in Washington County.

This copy is for your records and files. We are also sending an executed copy to the surety on your bond.

Very truly yours,

STATE HIGHWAY COMMISSION
By

Secretary

MBL

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION
DISTRICT ONE

MONTANA
OREGON
WASHINGTON

POST OFFICE BUILDING
PORTLAND, OREGON

March 21, 1940

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

Reference is made to the P.S.& E. recently submitted for Oregon Federal Aid Grade Crossing project FAGH 73 (5), the Tigard overcrossing on the West Side Pacific Highway.

It is noted that the estimate contains an item of $706 for work to be performed by the Southern Pacific Company's forces, which includes Social Security Tax and insurance items. The $706 is included in the total to which 10 percent has been added for engineering and contingencies.

We have been advised that while the exact amount of the Social Security Tax and excise taxes is reimbursable, it should not be included in the basis for computing allowable engineering and contingencies. When the project agreement estimate is prepared, please compute the 10% on the cost exclusive of any tax item or preliminary engineering.

Very truly yours,

W. H. LYNCH
District Engineer

By
F. E. Andrews
Sr. Highway Engineer

Phone GArfield 3318

JACOBSEN-JENSEN CO.

General Contractors

517 N. E. Stanton Street
PORTLAND, OREGON

FAGM 73-5

March 18, 1940.

Oregon State Highway Commission,

Salem, Oregon.

Gentlemen:-

We are returning to you today, by prepaid express, four copies of the contract covering the overcrossing at Tigard. We trust that this time you will find them in order.

Very truly yours

JACOBSEN-JENSEN CO.

By Myron Shipman
Myron Shipman.

MS/S

By Myron Shipman
Myron Shipman.

MS/S

REFERRED TO McFarland
BY SECRETARY

PA 2291

Phone GArfield 3313

JACOBSEN-JENSEN CO.

General Contractors

517 N. E. Stanton Street
PORTLAND, OREGON

FAGM 73-5

March 14, 1940.

MAR 15

Oregon State Highway Commission,

Salem, Oregon.

Gentlemen:-

Regarding the contracts covering the Tigard Overcrossing and Fanno Creek Bridge, just received from you, our Mr. W. T. Jacobsen, whose signature is necessary, is in Eastern Oregon, and will not return until Saturday of this week. Just as soon as he returns, we will return the contracts to you properly made out.

Very truly yours

JACOBSEN-JENSEN CO.

By Myron Shipman
Myron Shipman.

MS/S

REFERRED TO
[illegible]
BY SECRETARY

FAGM 73-5

March 12, 1940

JACOBSEN-JENSEN COMPANY
517 N. E. Stanton
Portland, Oregon

Gentlemen:

We are returning to you by express four copies of the contract which was awarded to you on March 2, for the construction of the Tigard overcrossing and Fanno Creek bridge in Washington County.

You are advised that before this contract will be acceptable it will be necessary that both the agreement and bond be signed by the secretary of the corporation and that your seal be affixed.

Please have this done at your early convenience and return all four copies to this office.

Very truly yours,

STATE HIGHWAY COMMISSION
By

Secretary

JW:WEL

JESSE S. PHILLIPS
CHAIRMAN OF THE BOARD

DANIEL McPEAK
ALFRED W. HILLBACK
MANAGERS

HARVEY WELLS - FRED C. REED
GENERAL AGENTS
412 FAILING BUILDING

PACIFIC DEPARTMENT

Great American
Indemnity Company
New York

PORTLAND, OREGON

WILLIAM H. KOOP
PRESIDENT

233 SANSOME STREET
SAN FRANCISCO, CAL.
TELEPHONE EXBROOK 0360

RECEIVED
MAR 12 19

March 11, 1940

Oregon State Highway Commission
Salem, Oregon

Re: Jacobsen-Jensen Company

Gentlemen:

We are sending you, under separate cover by express, quadruplicate copies of contract No. 2291, Tigard Overcrossing and Fanno Creek Bridge on the Pacific Highway West in Washington County.

We have filed with the Southern Pacific Company, Oregon Electric Railway Company and Western Union Company policies PF-173 of the Utah Home Fire Insurance Company covering railroad protective property damage insurance, policy LP-13969 of the Great American Indemnity Company covering railroad protective liability insurance with limits as specified in the contract.

We are enclosing with the contracts duplicate policies and certificates of the above policies together with duplicate policies and certificates of the following insurance written for the contractor: LC-58943, contractor's public liability and property damage; LP-13970, contractor's protective liability and property damage.

Trust you will find the contracts and insurance in order.

Very truly yours,

HARVEY WELLS-REED INSURANCE AGENCY

By Fred C Reed

FCR/bs
cc-Jacobsen-Jensen Company
517 N.E. Stanton St., Portland

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION
DISTRICT ONE

MONTANA
OREGON
WASHINGTON

POST OFFICE BUILDING
PORTLAND, OREGON

March 6, 1940

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

Additional P.S.& E. documents for Oregon Federal Aid Grade Crossing Project No. FAGH 73 (5), the Tigard Overcrossing on the Pacific Highway-West, covering grading and approaches to the structures, have today been recommended for approval, subject to final review and approval by the Commissioner of Public Roads. This is your authority to advertise for bids.

Prompt submission of the bid tabulation and agreement estimate will be appreciated.

Very truly yours,

W H Lynch

W. H. LYNCH
District Engineer

March 5, 1940

Mr. W. H. Lynch
District Engineer
Public Roads Administration
Post Office Box 3900
Portland, Oregon

Dear Sir:

Herewith are enclosed ten copies each of revised special provision pages numbers 5, 17, 26 and 44 for the Tigard Section, Projects Nos. FAGH 73 (5) and FA 73 (6).

The changes made are indicated on one of each of the enclosed pages.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/ME

Encl.

RECEIVED
MAR 5 1940

F12m 73-5

March 4, 1940

JACOBSEN-JENSEN COMPANY
517 N. E. Stanton Street
Portland, Oregon

Gentlemen:

We are sending you today by express four copies of Contract No. 2291 which was awarded to you by the State Highway Commission on March 2, 1940, covering the construction of the Tigard Overcrossing and Fanno Creek Bridge on the Pacific Highway West, in Washington County.

Kindly execute all four copies of this contract as to agreement and bond and return them to this office for approval by the State Highway Commission. When this has been done a fully executed copy will be returned to you for your records and files. We will also send an executed copy to the surety on your bond.

Your special attention is called to the paragraph under Section 7 (page 13) of the printed General Provisions, relating to the Workmen's Compensation Act. You will be expected to accept the terms of this Act and to carry on your work under this contract in strict conformance thereto.

Very truly yours,

STATE HIGHWAY COMMISSION
By

Secretary

WBL

RECEIVED
JUL 11 1940
FOR FILING

73-5

51

March 2, 1940.

Jacobsen-Jensen Company
517 Northeast Stanton St.
Portland, Oregon

Gentlemen:

Confirming my wire to you of this date, the State Highway Commission awarded to you today the contract covering the construction of the Tigard Grade Separation and Fanno Creek Bridge on the Pacific Highway West, at Tigard, in Washington County. This award was based on the low bid submitted by you on February 16, 1940, in the sum of $86,292.50.

Contract forms will be sent to you in a few days for execution.

Yours very truly,

Secretary

HBG:MC

cc - ~~George Heston~~

yet confirmed?

M

CLASS OF SERVICE DESIRED

DOMESTIC		CABLE	
TELEGRAM	X	ORDINARY	
DAY LETTER		URGENT RATE	
SERIAL		DEFERRED	
NIGHT LETTER		NIGHT LETTER	
SPECIAL SERVICE		SHIP RADIOGRAM	

Patrons should check class of service desired; otherwise the message will be transmitted as a telegram or ordinary cablegram.

COPY OF WESTERN UNION TELEGRAM

SALEM OREGON, MARCH 2, 1940

JACOBSEN-JENSEN COMPANY
517 NORTHEAST STANTON ST.
PORTLAND, OREGON

STATE HIGHWAY COMMISSION AWARDED TO YOU TODAY CONTRACT COVERING TIGARD GRADE SEPARATION AND FANNO CREEK BRIDGE ON PACIFIC HIGHWAY WEST AT TIGARD BASED ON LOW BID SUBMITTED FEBRUARY SIXTEENTH CONTRACT FORMS FOLLOW SHORTLY

H. B. GLAISYER, SECRETARY
STATE HIGHWAY COMMISSION

file

THE COMPANY WILL APPRECIATE SUGGESTIONS FROM ITS PATRONS CONCERNING ITS SERVICE

CONFIRMATION

[illegible]ERAL WORKS AGENCY
XXXXXXXXXXXXXXXXXXXXXXXXXXXXX

XXXXX Public Roads Administration

XXXXXXXXXXXXXXXXXXXXXXXXXXXXXXX

8010-20 Oregon

DAY LETTER

Portland, Oregon
March 2, 1940

R. H. Baldock
State Highway Engineer
Salem, Oregon

REURTEL WE HEREBY CONCUR AS OF THIS DATE IN AWARD OF CONTRACT FOR TIGARD OVERCROSSING PROJECT FAGH 73(5) TO JACOBSEN JENSEN COMPANY LOW BIDDER

Lynch

Paid Gov't Rate

THE COMPANY WILL APPRECIATE SUGGESTIONS FROM ITS PATRONS CONCERNING ITS SERVICE

Charge to the account of BRIDGE DEPARTMENT $

CLASS OF SERVICE DESIRED	
DOMESTIC	CABLE
TELEGRAM	ORDINARY
DAY LETTER	URGENT RATE
SERIAL	DEFERRED
NIGHT LETTER	NIGHT LETTER
SPECIAL SERVICE	SHIP RADIOGRAM

Patrons should check class of service desired; otherwise the message will be transmitted as a telegram or ordinary cablegram.

WESTERN UNION

1217-B

CHECK
ACCOUNTING INFORMATION
TIME FILED

R. B. WHITE
PRESIDENT

NEWCOMB CARLTON
CHAIRMAN OF THE BOARD

J. C. WILLEVER
FIRST VICE-PRESIDENT

Send the following message, subject to the terms on back hereof, which are hereby agreed to

SALEM, OREGON
MARCH 1, 1940

RECEIVED
JUL 11 1940
FOR FILING

MR. W. H. LYNCH
PUBLIC ROADS ADMINISTRATION
316 NEW POST OFFICE BUILDING
PORTLAND, OREGON

SOUTHERN PACIFIC COMPANY HAS SIGNED AGREEMENT COVERING TIGARD OVERCROSSING. RECOMMEND AWARD TO JACOBSEN-JENSEN COMPANY, LOW BIDDER AT LAST LETTING, AS OF MARCH 2, 1940. PLEASE ADVISE CONCURRENCE.

R. H. BALDOCK

GEP CH
CC G. S. PAXSON
AUDITOR

OREGON STATE HIGHWAY COM

AGREEMENT WITH STATE OF OREGON COVERING OVERHEAD HIGHWAY CROSSING TIGARD EXECUTED ON PART SOUTHERN PACIFIC COMPANY FEB 28TH 1940=

E L KING.

TELEGRAPH
25¢
20¢

28 1940.

THE COMPANY WILL APPRECIATE SUGGESTIONS FROM ITS PATRONS CONCERNING ITS SERVICE

CLASS OF SERVICE

This is a full-rate Telegram or Cablegram unless its deferred character is indicated by a suitable symbol above or preceding the address.

WESTERN UNION

(11)

1201

SYMBOLS
DL=Day Letter
NL=Night Letter
LC=Deferred Cable
NLT=Cable Night Letter
Ship Radiogram

R. B. WHITE
PRESIDENT

NEWCOMB CARLTON
CHAIRMAN OF THE BOARD

J. C. WILLEVER
FIRST VICE-PRESIDENT

The filing time shown in the date line on telegrams and day letters is STANDARD TIME at point of origin. Time of receipt is STANDARD TIME at point of destination

1940 FEB 29 AM 11 17

RECEIVED
JUL 11 1940
FOR FILING

PRH27 CAK=PORTLAND ORG 29 1104A

G S PAXSON=

:OREGON STATE HIGHWAY COM

:AGREEMENT WITH STATE OF OREGON COVERING OVERHEAD HIGHWAY CROSSING TIGARD EXECUTED ON PART SOUTHERN PACIFIC COMPANY FEB 28TH 1940=

E L KING.

TELEGRAPH
25
20

28 1940.

THE COMPANY WILL APPRECIATE SUGGESTIONS FROM ITS PATRONS CONCERNING ITS SERVICE

March 1, 1940

Mr. W. H. Lynch
District Engineer
Public Roads Administration
P. O. Box 3900
Portland, Oregon

Dear Sir:

Herewith are enclosed seven copies of estimate and three copies of right of way statement for the Tigard Overcrossing Section, Project No. FAGH 73 (5).

Five bid proposals and five sets of blueprint plans are being sent under separate cover.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/ER

Encl.

Oregon State Highway Department

Federal Aid Grade Crossing
Project No. FAGH 73 (5)

TIGARD OVERCROSSING SECTION OF THE
PACIFIC HIGHWAY WEST IN WASHINGTON COUNTY

(Estimate to accompany plans and specifications. Not as basis for project agreement.)

Salem, Oregon, March 1, 1940

Roadway (Sta. 75+00 to 82+77) (Sta. 86+20 to 92+31)
(Sta. 93+55 to 100+06)

All Required		Clearing and Grubbing		$ 500.00
1,040	cu. yds.	Trench Excavation	$ 1.00	1,040.00
93,700	cu. yds.	Excavation, Single Classif.	.22	20,614.00
261,500	yd. mi.	Truck Haul	.10	26,150.00
0.39	mile	Finishing Roadbed and Slopes	500.00	195.00
200	lin. ft.	12" Corr. Iron Pipe	1.00	200.00
200	lin. ft.	12" Concrete Pipe	1.00	200.00
590	lin. ft.	18" Concrete Pipe	2.00	1,180.00
70	lin. ft.	24" Concrete Pipe	3.00	210.00
3	only	Concrete Catch Basins	25.00	75.00
2	only	Concrete Catch Inlets	20.00	40.00
20	cu. yds.	Class "A" Concrete	20.00	400.00
2,500	lbs.	Metal Reinforcement	.05	125.00
20	cu. yds.	Dry Rubble Masonry	2.00	40.00
3,320	lin. ft.	Cable Guard Fence	1.00	3,320.00
3,800	cu. yds.	1½" - 0" Material in Base	1.35	5,130.00
840	cu. yds.	3/4" - 0" Material in Shoulders and Surfacing	2.00	1,680.00
280	cu. yds.	½" - 0" Material in Cushion Course	2.00	560.00
100	cu. yds.	Filler	.40	40.00
100	yd. mi.	Hauling Filler	.15	15.00
9,100	sq. yds.	Portland Cement Concrete Pavement	1.50	13,650.00
700	lin. ft.	Expansion Joints	.15	105.00
5,000	lin. ft.	Contraction Joints	.02	100.00
700	only	Dowels	.15	105.00
22,000	lbs.	Tie Bars and Reinforcement	.05	1,100.00
250	tons	Class "A" Asphaltic Concrete	5.00	1,250.00
70	tons	Class "B" Asphaltic Concrete	5.00	350.00
70	tons	Cutback Asphalt Wearing Surface	5.00	350.00
26	cu. yds.	Mineral Aggregate in Place	4.00	104.00
3	tons	Tar in Place	40.00	120.00
			Subtotal	$ 78,948.00
			10% Engr. & Cont.	7,894.80
			Total	$ 86,842.80

Overcrossing Structure (Sta. 82+77 to Sta. 86+20) (Low Bid Prices)

290	cu. yds.	Excavation, Single Classif.	$ .50	$ 145.00
890	cu. yds.	Structural Excavation	2.00	1,780.00
60	cu. yds.	Structural Excavation Below Plans	5.00	300.00
10,600	lin. ft.	Furnishing Untreated Piling	.15	1,590.00
290	only	Driving Piles	5.00	1,450.00
1,700	cu. yds.	Class "A" Concrete	20.00	34,000.00
377,000	lbs.	Metal Reinforcement	.0475	17,907.50
115	lbs.	Copper and Bronze	.75	86.25
2,300	lbs.	Cast Steel	.20	460.00
700	lin. ft.	Metal Handrail	5.00	3,500.00
				$ 61,218.75
All Required		Work Performed by Southern Pacific Co's Forces		$ 697.00
All Required		Work Performed by Oregon Electric Co's Forces		$ 1,860.00
		Subtotal		$ 63,775.75
		10% Engr. & Cont.		6,377.57
		Railroad Retirement and Soc. Security Taxes		11.00
				$ 70,164.32

Fanno Creek Bridge (Sta. 92+31 to Sta. 93+55) (Low Bid Prices)

210	cu. yds.	Excavation, Single Classif.	$ .50	$ 105.00
550	cu. yds.	Structural Excavation	2.00	1,100.00
40	cu. yds.	Structural Excavation Below Plans	5.00	200.00
3,400	lin. ft.	Furnishing Untreated Piling	.15	510.00
110	only	Driving Piling	5.00	550.00
800	cu. yds.	Class "A" Concrete	20.00	16,000.00
108,000	lbs.	Metal Reinforcement	.0475	5,130.00
105	lbs.	Copper and Bronze	.75	78.75
280	lin. ft.	Metal Handrail	5.00	1,400.00
		Subtotal		$ 25,073.75
		10% Engr. & Cont.		2,507.37
		Total		$ 27,581.12

Length of Roadway	.387 mile
Length of Overcrossing Structure	.065 mile
Length of Fanno Creek Bridge	.023 mile
Total Length	.475 mile
Cost per mile, Roadway	$ 224,400.00

SUMMARY OF FUNDS REQUESTED

Item	Total Cost	FAGH Funds	State Funds
Roadway	$ 86,842.80	$ 40,242.00	$ 46,600.80
Overcrossing Structure	70,164.32	32,514.00	37,650.32
Fanno Creek Bridge	27,581.12	12,780.94	14,800.18
	$ 184,588.24	$ 85,536.94	$ 99,051.30

[illegible]

[illegible]
[illegible]

By

[illegible]
[illegible]

[illegible]

TIGARD OVERCROSSING SECTION

PROJECT NO. FAGH 73 (5)

All necessary right of way has been acquired for this project.

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

March 1, 1940

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION
DISTRICT ONE

MONTANA
OREGON
WASHINGTON

POST OFFICE BUILDING
PORTLAND, OREGON

MAR 1 -

February 29, 1940

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

Reference is made to the preliminary estimate for Oregon Federal Aid Grade Crossing Project FAGH 73 (5), the Tigard Overcrossing on the West Side Pacific Highway. The estimate includes, as part of the item "Work Performed by Southern Pacific Company's Forces" $11 Railroad Retirement and Social Security Taxes. While these items are eligible for Federal participation, they should be excluded from the basis of computing allowable engineering and contingencies. When preparing the project agreement estimate, please make the necessary adjustment so that the 10% will be computed on the cost exclusive of any taxes.

Very truly yours,

W H Lynch

W. H. LYNCH,
District Engineer

73-6

February 19, 1940

LAMPING & COMPANY
Spalding Building
Portland, Oregon

Gentlemen:

In accordance with your request of February 17, we are sending to you under separate cover plans and specifications for the Tigard Grade Separation Project, in Washington County.

Very truly yours,

STATE HIGHWAY COMMISSION
By

Secretary

JM:MBL

D. M. FERRY, JR., Chairman of the Board
CHARLES C. BOWEN, President

INCORPORATED 1884

F. S. BROWN, Vice Pres. & Secretary
L. K. KIRK, Treasurer

**Standard
Accident Insurance Company**
DETROIT, MICHIGAN
CASUALTY INSURANCE, FIDELITY AND SURETY BONDS

LAMPING & COMPANY, INC.
GENERAL AGENTS
818 SPALDING BLDG.
PORTLAND, OREGON

February 17, 1940

Mr. H. B. Glaisyer
Oregon State Highway Commission
Salem, Oregon

Dear Sir:

We are wondering if you have available a copy of the plans and specifications on the Tigard Grade Separation job in Washington County, bids for which were let on February 16th and if so, we would greatly appreciate having you forward one copy to us.

Thanking you for your consideration, we are

Yours very truly,
LAMPING & COMPANY
By

1884 • FIFTY-FIFTH ANNIVERSARY • 1939

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION
DISTRICT ONE

MONTANA
OREGON
WASHINGTON

POST OFFICE BUILDING
PORTLAND, OREGON

February 1, 1940

EB 3 -

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

P.S.&E. documents for Oregon Federal Aid Grade Crossing project No. 73 (5), the Tigard Overcrossing on the Pacific Highway-West, have today been recommended for approval. This is your authority to advertise for bids, subject to final review and approval of the plans and specifications by the Commissioner of Public Roads.

This letter is your authorization to advertise the contract for the two bridges, Nos. 2532 and 2533.

A revised project statement sketch map should be submitted to show the new location at Tigard.

Concurrence in award must be withheld until the right of way is secured.

Very truly yours,

WH Lynch

W. H. LYNCH
District Engineer

January 29, 1940

Mr. W. H. Lynch
District Engineer
Public Roads Administration
P. O. Box 3900
Portland, Oregon

Dear Sir:

Herewith are enclosed seven copies of estimate and three copies of right of way statement for the Tigard Overcrossing Section, Project No. FAGH-73 (5).

Five bid proposals and five sets of blueprint plans are being sent under separate cover.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/ER

Encl.

Oregon State Highway Department

Federal Aid Grade Crossing
Project No. FAGM 73 (5)

TIGARD OVERCROSSING SECTION ON THE

PACIFIC HIGHWAY WEST IN WASHINGTON COUNTY

(Estimate to accompany plans and specifications. Not as basis for project agreement.)

Salem, Oregon, January 29, 1940

Overcrossing Structure (Sta. 82+77 to Sta. 86+20)

290	cu. yds.	Excavation, Single Classif.	$ .60	$ 174.00
890	cu. yds.	Structural Excavation	2.00	1,780.00
60	cu. yds.	Structural Excavation Below Plans	5.00	300.00
10,600	lin. ft.	Furnishing Untreated Piling	.12	1,272.00
290	only	Driving Piles	10.00	2,900.00
1,700	cu. yds.	Class "A" Concrete	22.00	37,400.00
377,000	lbs.	Metal Reinforcement	.05	18,850.00
115	lbs.	Copper and Bronze	.75	86.25
2,300	lbs.	Cast Steel	.35	805.00
700	lin. ft.	Metal Handrail	5.00	3,500.00
				$ 67,067.25
All Required		Work Performed by Southern Pacific Company's Forces		$ 706.00
All Required		Work Performed by Oregon Electric Company's Forces		1,860.00
		Subtotal		$ 69,633.25
		10% Engr. & Cont.		6,963.32
		Total		$ 76,596.57

Fanno Creek Bridge (Sta. 92+31 to Sta. 93+55)

210	cu. yds.	Excavation, Single Classif.	$ .60	$ 126.00
550	cu. yds.	Structural Excavation	2.00	1,100.00
40	cu. yds.	Structural Excavation Below Plans	5.00	200.00
3,400	lin. ft.	Furnishing Untreated Piling	.12	408.00
110	only	Driving Piling	10.00	1,100.00
800	cu. yds.	Class "A" Concrete	22.00	17,600.00
108,000	lbs.	Metal Reinforcement	.05	5,400.00

105	lbs.	Copper and Bronze	$ .75	$ 78.75
280	lin. ft.	Metal Handrail	5.00	1,400.00
		Subtotal		$ 27,412.75
		10% Engr. & Cont.		2,741.27
		Total		$ 30,154.02

Length of Overcrossing Structure	.065 mile
Length of Fanno Creek Bridge	.023 mile
Total Length	.088 mile

SUMMARY OF FUNDS REQUESTED

Item	Total Cost	FAGH Funds	State Funds
Overcrossing Structure	$ 76,596.57	$ 34,441.00	$ 42,155.57
Fanno Creek Bridge	30,154.02	13,559.00	16,595.02
	$ 106,750.59	$ 48,000.00	$ 58,750.59

TIGARD OVERCROSSING SECTION

PROJECT NO. FAGH 73 (5)

Work to Be Performed by Southern Pacific Company's Forces.

Install 150 TF Guard Rail Per C.S. 1645

300	LF.	75# SH. rail 3.35T	$ 68.00	
2	Ea.	75# Welded end points	17.00	
16	Ea.	Rail braces	6.00	
10	Prs.	SH Con. Joints	12.00	
40	Ea.	Nut locks	3.00	
144	Ea.	SH. tie plates	24.00	
60	Lbs.	Bolts and nuts	3.00	
250	Lbs.	Track spikes	11.00	
		Labor and place	50.00	
		RR. Act. and SS.	3.00	
		Workmens Comp. & Emp. Liability Ins. P.L. & P.D. Ins.	5.00	$ 202.00

Telephone & Telegraph Lines

300	LF.	2" WI. pipe	$ 72.00	
Lot		Pipe fittings	3.00	
2,000	LF.	Duplex cable	24.00	
2	Ea.	Guy rods	2.00	
3	Ea.	Cross arms	3.00	
150	LF.	Strand cable	6.00	
4	Ea.	3 bolt guy clamps	1.00	
600	LF.	#6 wire	1.00	
30	Ea.	Insulator pins	3.00	
20	Ea.	Insulators	1.00	
2	Ea.	Anchor blocks	4.00	
		Miscellaneous Material	10.00	
		Labor	100.00	
		Move outfits	24.00	
		RR. and SS. Act.	8.00	
		Workmens Comp. & Emp. Liability Ins. P.L. & P.D. Ins.	12.00	274.00

Protection and Maintenance of Railroad Traffic

Flagmen and Watchmen	$ 200.00	
Workmens Comp. & Emp. Liability Ins. P.L. & P.D. Ins.	30.00	230.00
		$ 706.00
Engineering and Inspection		1,822.00
		$2,528.00

TIGARD OVERCROSSING SECTION

PROJECT NO. FAGM 73 (5)

Work to Be Performed by Oregon Electric Company's Forces.

Install Guard Rail		$ 292.00
Move Siding	$ 878.00	
Salvage Materials	Cr. 190.00	688.00
Move Station Bldg. and Water Tank		230.00
Move Telephone and Telegraph Lines		400.00
Flagging		250.00
		$ 1,860.00

Southern Pacific

TIGARD, OREGON

Estimated cost of work to be performed by railroad in connection with the construction of the Tigard Overpass, all chargeable to the project.

Ⓐ

Unit	Quantity	Character Of Work	Labor	Material	Total
"A" Install 150 TF Guard Rail Per C.S. 1645					
LF.	300	75# SH. rail 3.35T		$ 68.	
Ea.	2	75# Welded end points		17.	
"	16	Rail braces		6.	
Prs.	10	SH Com. Joints.		12.	
Ea.	40	Nut locks		3.	
"	144	SH. tie plates		24.	
Lbs.	60	Bolts and nuts		3.	
"	250	Track spikes		11.	
		Labor and place	~~$ 50.~~	50.	
		RR. Act. and SS.		3.	
		Workmens Comp. & Emp. Liability Ins. P.L.& P.D. Ins.		6.	
			~~$ 50.~~	~~$ 150.~~	$202.
"B" Telephone & Telegraph Lines					
LF.	300	2" WI. pipe		$ 72.	
	Lot	Pipe fittings		3.	
LF.	2000	Duplex cable		24.	
Ea.	2	Guy rods		2.	
"	3	Cross arms		3.	
LF.	150	Strand cable		6.	
Ea.	4	3 bolt guy clamps		1.	
LF.	600	#6 wire		1.	
Ea.	30	Insulator pins		3.	
"	20	Insulators		1.	
"	2	Anchor blocks		4.	
		Miscellaneous Material		10.	
		Labor	~~100.~~	100.	
		Move outfits	~~24.~~	~	
		RR. and SS. Acct.		8.	
		Workmens Comp. & Emp. Liability Ins. P.L.& P.D. Ins.		12.	
			~~$ 124.~~	~~$ 150.~~	$ 274.
"C" Engineering					
		Engineering	$ 400.		
		Workmans Comp. & Emp. Liability Ins. P.L.& P.D. Ins.		40.	
		R.R. & S.S. Act.		23.	
			$ 400.	$ 63.	$ 463.

TIGARD, OREGON (cont'd)

Unit Quantity		Labor	Material	Total
Protection and Maintenance Railroad Traffic				
	Inspection	$1170.		
	Flagmen & Watchman protection	200.		
	Workmens Comp. & Emp. Liability Ins. PL.& PD.Ins.		$ 137.	
	Railroad Pension, etc.		82.	
		$1370.	$ 219.	$ 1589.
	Gross Total to State......................			$ 2528.
	Salvaged(Estimated appraised value)......			$ 25.
	NET COST TO STATE................			$ 2503.

Revised in Office of Chief Engineer
Southern Pacific Company(Pacific Lines)
San Francisco, California
December 21, 1939......................

TIGARD OVERCROSSING SECTION

PROJECT NO. FAGH 73 (5)

While negotiations for right of way are in progress, some three parcels have not been acquired, nor has the right to occupy and use these parcels been secured, but it is now believed that the right to way can be made fully available within fourteen days.

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

January 29, 1940

FORM 5-E-1 1500 10-38

Commissioners
HENRY F. CABELL, Chairman, Portland
E. B. ALDRICH, Pendleton
F. L. TOU VELLE, Jacksonville

H. B. GLAISYER, Secretary

R. H. BALDOCK
State Highway Engineer

G. S. PAXSON
Bridge Engineer

OREGON STATE HIGHWAY COMMISSION
BRIDGE DEPARTMENT
SALEM

NOTED

February 16, 1939

Mr. H. E. Smith
Construction Engineer
Office

Dear Sir:

Our preliminary estimate for the structural cost of the Tigard grade separation is as follows:

Grade separation structure	$42,750.00
Fanno Creek	19,550.00
Total Structural Cost	$62,300.00
Plus 10% Contingencies	6,230.00
	$68,530.00
Plus 10% Engineering	6,853.00
	$75,383.00
Estimated Railroad Reimbursable	5,000.00
Total	$80,000.00

These estimates are based on 52-foot roadways and two 5-foot sidewalks for a four-lane road. The grade separation structure contemplates also an overcrossing of the county road or city street at the north side of the tracks. The $5,000.00 estimate of railroad reimbursable costs is a guess based upon the length of track to be moved and may not be very accurate.

Very truly yours,

G. S. Paxson
Bridge Engineer

GSP CM
cc C. B. McCullough ✓

FORM 6-9-1 1M 11-37

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
OFFICE OF E. A. COLLIER, DIVISION ENGINEER
PORTLAND, OREGON

608 Weatherly Bldg.
April 18, 1938

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Attention: H. G. Smith

NOTED

Dear Sir:

In compliance with your letter of March 28th, I have talked with Supt. Witchel with regard to the warehouse and spur track at Tigard and left a print of the map with him. He believes that a plan can be worked out which will not hamper the railroad but will permit a street under the viaduct. He thought it would be possible to move the warehouse and water tank and station so that the industrial spur track could be placed parallel with the main line and 15 ft. on centers away from it.

In this connection, an auto ran into the side of the freight train on the Oregon Electric at Tigard Friday midnight, wrecking the car and seriously injuring the two occupants. There were empty bottles in the back of the auto which might explain why the car hit the train so far back.

Regardless of this accident, Tigard is, and will be, a congested section of the Pacific Highway West and the two rail crossings present considerable hazard to traffic.

Very truly yours,

E. A. COLLIER
DIVISION ENGINEER

EAC:DP
CC R. H. Baldock

FORM 3-6 1M 11-37

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
OFFICE OF E. A. COLLIER, DIVISION ENGINEER
PORTLAND, OREGON
605 Weatherly Bldg.
February 3, 1938

Const
Projects
Grade Crossings

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Attention: O. A. Chase

Dear Sir:

We are fixing up some comparative estimates for overcrossings at Tigard on three routes. Each of the three routes has approximately 400 lin. ft. of two-lane structure with sidewalks on each side. There are three structures included in the 400 ft., one across the railroad tracks, one across the county road and one across Fanno Creek. I believe they will all be pile foundation.

Please give me a round figure per foot for average conditions which I can use in this estimate.

Very truly yours,

E. A. COLLIER
DIVISION ENGINEER

EAC:DP
CC R. H. Baldock

CONTRACT# [redacted] 2292

FAS 61-B-1 Ochoco Cr.-Prineville Sec., 1940
Warm Springs Hwy., Grading
#2292

RECEIVED
SEP 11 1940
FOR FILING

August 28th, 1940

COST ANALYSIS-FINAL REPORT

Ochoco Creek-Prineville
Warm Springs Secondary Highway

Contract #2292
Homer Johnson, Contractor

Prefix 107-1001
W. S. Hodge, Resident Engineer

Item	Cost	Quantity	Unit Cost	Unit Bid	Gross Revenue
Clearing & Grubbing	$206.69	All (1.29 Mile)			$1,250.00
Trench Excavation	367.65	350.2 cu. yd.	1.05	1.00	350.20
Excavation, Single Class	3,477.69	20,618.7 " "	0.168	0.15	3,092.81
Truck Haul	4,615.94	26,435.300 yd. mi.	0.174	0.15	3,965.30
Finish Roadbed & Slopes	107.36	1.29 Mile	83.22	200.00	258.00
18" Corr. Iron Pipe	626.89	278 lin. ft.	2.25	2.50	695.00
21" x 13" Arch Type Corr. Iron Pipe	141.33	52 " "	2.72	3.00	156.00
P.A. #1: Purchase 18" C.I. Siphon	334.50	150 lin. ft.	2.23	2.33	334.50
" 18" Bands	10.00	4 each	2.50	2.50	10.00
	$9,888.05				$10,111.81

Gross Revenue	$10,111.84
Total Cost	9,888.05
Net Profit	$223.79

Net Profit Equals 2.2% of Gross Revenue

NOTED
Highway Engineer

Ochoco Creek-Prineville

Detail of Cost

Labor:

Supervision	$645.00	
Labor	3,440.28	
State Industrial Accident Insurance	232,86	
Unemployment & Social Security	163.41	
		$4,481.55

Materials:

18" C.I.P.	278 lin. ft. at $1.81	$503.18	
18" Bands	11 at 2.56	28.16	
21" x 13" Arch Type C.I.P.	52 lin. ft. at 2.04	106.08	
21" x 13" Bands	2 at 3.00	6.00	
18" C.I. Siphon Pipe	150 lin. ft. at 2.23	334.50	
18" Bands	4 at 2.50	10.00	
			987.92

Equipment Rental, Small Tools & Misc. Supplies:

Equipment Rental	$1,696.50	
Gas, Oil and Grease	1,330.29	
Hired Equipment	788.55	
Main Office Expense	202.00	
Small Tools & Misc. Supplies	325.05	
Bond	76.19	
		4,418.58
Total Cost		$9,888.05

Ochoco Creek - Prineville

REMARKS:

This contract was bid and awarded March 21st, 1940. Work was started April 11th, and the contract was completed May 31st.

The clearing bid was unbalanced, the cost being $200 against the $1250 bid. The clearing consisted of sagebrush and was done with a 40 h.p. tractor and hand labor.

All but 600 cu. yd. of the single class excavation was borrow which was taken from a loosely cemented dirt and rock point on the Ochoco Highway 0.64 mile southwest of the project. A 3/4 cu. yd. shovel was hired for the excavating and 5 - 4-ton trucks were used for hauling. An average of 41.5 cu. yds. an hour were excavated by the shovel, and the trucks averaged 11.2 yard miles or 8.8 cu. yds. an hour. Excavation was made to standard slopes and grade in the borrow area, and because the borrow started about 100 feet above the highway and only a one way ~~round~~ road was feasible to the shovel there was considerable lost time between trucks. This increased the cost of both the excavation and haul.

Supervision costs were high, but a profit was made on this contract due to a very low rental on the hired shovel and the use of old equipment in fair condition on which the depreciation charges were low.

E. H. Clymer
Cost Analyst

By . . J. D. Nelson

RECEIVED
AUG 21 1940
FOR FILING

FAS 61-B-1

MANSFIELD & CO.

SURETY BONDS — GENERAL INSURANCE
LEWIS BUILDING
PORTLAND, OREGON
ATwater 0191

ASSOCIATE MEMBER

CHAS. A. MANSFIELD
RES. PHONE
BEACON 2309

L. W. NEFF
RES. PHONE
GARFIELD 8278

August 15, 1940

H. B. Glaisyer, Secretary
Oregon State Highway Commission
Salem, Oregon

Dear Mr. Glaisyer:

This will acknowledge receipt of your letter of August 8 in which you advise that it is your intention to make final settlement on or after August 18, 1940, with HOMER G. JOHNSON for his work in connection with Contract #2292 for 1.29 miles of grading on the Ochoco Creek-PrinevilleSection of the Warm Springs Secondary Highway.

Yours very truly
GENERAL CASUALTY COMPANY OF AMERICA
By L W Neff
L. W. Neff, Attorney-in-fact

Bond 22746

NOTED
D. G. DeSart

RECEIVED
AUG 9 1940
FOR FILING

F-A [illegible] 1-F-1

August 8, 1940

General Casualty Co. of America
Mansfield & Company, Agents
Lewis Building
Portland, Oregon

Gentlemen:

You are hereby notified that State Highway Contract No. 2292, for 1.29 miles of grading on the Ochoco Creek-Prineville Section of the Warm Springs Secondary Highway, has been completed by the contractor, Homer G. Johnson, and that final settlement will be made by the State with said contractor for work done under said contract on or after August 18, 1940.

The State is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the State assumes no responsibility for any such claims should there be any.

This notice is served upon you as you appear as surety on the bond furnished by the above contractor. Kindly acknowledge receipt of this letter.

For your information we wish to advise that the total amount paid the contractors in connection with this contract will be $10,111.81, including final payment, and that no force account work was performed therein.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

By

Secretary

RS

NOTED
D. G. DeSart

RECEIVED
JUL 18 1940
FOR FILING

ASSOCIATE
MEMBER

MANSFIELD & CO.

SURETY BONDS — GENERAL INSURANCE
LEWIS BUILDING
PORTLAND, OREGON
ATwater 0191

CHAS. A. MANSFIELD
RES. PHONE
BEACON 2309
L. W. NEFF
RES. PHONE
GARFIELD 8278

RECEIVED
JUL 18 1940

FAS 61-B-1

July 17, 1940

H. B. Glaisyer, Secretary
Oregon State Highway Commission
Salem, Oregon

Dear Mr. Glaisyer:

This will acknowledge receipt of your letter of July 15, in which you advise that it is your intention to make semi-final payment to HOMER G. JOHNSON on contract #2292, Ochoco Creek, Prineville Section of the Warm Springs Secondary Highway in Crook County, said payment to be made on or after July 25, 1940.

Yours very truly

GENERAL CASUALTY COMPANY OF AMERICA

By L. W. Neff
L. W. Neff, Attorney-in-fact

Bond 22746

L.G. Depart

RECEIVED
AUG 13 1940
FOR FILING

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION

FAS 61 B-1

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

POST OFFICE BUILDING
PORTLAND, OREGON

Stencil No. 124

IN YOUR REPLY PLEASE REFER TO FILE No. Ore. FAS 61-B (1)
Ochoco-Prineville Sec.
Warm Springs Highway

July 15, 1940

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

We are forwarding herewith, for your files, an executed copy of the ________________ project agreement and certificate for the above numbered project.

Very truly yours,

W. H. LYNCH
District Engineer

By L. J. Caufield
L. J. Caufield
Sr. Highway Engineer

Encls.

Jwn

Wa4pr-6206

Form P. R. 2

State Oregon

Federal Aid Secondary Project No. FAS 61-B(1)

PROJECT AGREEMENT

MEMORANDUM OF AGREEMENT made this 7th day of June, 1940 by and between The Oregon State Highway Commission, constituting for the purpose hereof, the Highway Department of the State of Oregon hereinafter called the Highway Department, and the Federal Works Administrator, hereinafter called the Administrator, under and pursuant to the provisions of the act of Congress approved July 11, 1916 (39 Stat., 355), entitled "An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes," and of the act approved November 9, 1921 (42 Stat., 212), entitled "An Act to amend the Act entitled 'An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes,' approved July 11, 1916, as amended and supplemented, and for other purposes," and acts amendatory thereof or supplementary thereto; particularly Section 7 of the Act approved June 16, 1936, 49 Stat. 1521 (Public No. 686, 74th Congress):

Whereas the Highway Department of said State submitted on the 13th day of February, 1940, a project statement, which was approved on the 24th day of February, 1940, for the proposed construction of a project consisting of the road hereinafter described; and

Whereas the Highway Department, in accordance with the rules and regulations promulgated for the administration of the Federal Highway Act, has furnished surveys, plans, specifications, and estimates for Section B(1) of said project which were recommended for approval by the District Engineer of the Public Roads Administration on the 6th day of March 1940; and

Whereas the Administrator has certified to the Secretary of the Treasury his approval of said surveys, plans, specifications, and estimates, and the sum of six thousand, seven hundred twenty and 00/100 dollars ($6,720.00) as the share of the United States payable under said act on account of Section B(1) of said project, which does not exceed the authorized Federal pro rata share of the approved total estimated cost thereof:

Now, therefore, in consideration of the premises and of the several promises to be faithfully performed by each, as hereinafter set forth, the Highway Department and the Administrator do hereby mutually agree as follows:

FUNDS AT THE DISPOSAL OF THE HIGHWAY DEPARTMENT

ARTICLE I. Funds for the use of the Highway Department in the construction of said project have been made available in the following manner, to wit:

(*a*) By the State from Chap. 175, laws 1917; Chap. 31, laws 1920; Chap. 529, laws 1939.

(Include date and citation of act of legislature by which authorized)

(*b*) From other sources

(State how placed under direct control of Highway Department)

ROAD EMBRACED IN PROJECT

ARTICLE II. This agreement covers the following highway as described in detail in said surveys, plans, and specifications:

Between survey station 1465+75 in the SW 1/4 of NE 1/4 of Sec. 36, T. 14 S., R. 15 E., W.M., and survey station 1529+08 at approximately 3d & Locust streets at the west corporate limits of Prineville, being also at the line between the NW 1/4 of the NE 1/4 and the NE 1/4 of the NW 1/4 of Sec. 6, T. 15 S., R. 16 E., W.M., length 1.199 miles, in Crook County, being Section B(1) of Oregon Federal Aid Secondary project No. FAS 61, consisting of 1.199 miles of roadway and no bridges, ~~each~~ of more than 20 feet clear span, ~~of miles in length~~

CHARACTER AND METHOD OF CONSTRUCTION

ARTICLE III. The Highway Department will construct or cause to be constructed to final completion said project, in strict compliance with said plans and specifications, which are made a part hereof, under its direct supervision, which shall include adequate inspection throughout the course of construction, subject at all times to inspection and approval by the Administrator or his agents, and in accordance with the laws of said State, the rules and regulations of the Administrator, and the following conditions:

(*a*) It is agreed that the construction work on the project shall be performed by contract, unless the performance thereof by force account shall be approved by the Administrator or his authorized representatives. Such construction work as may be performed by force account shall be paid for on the basis of the units of work performed at the unit prices set forth in the estimate as approved by the Administrator, except that where the total actual cost is ascertained to be less than the estimate so approved the total Federal payments shall not exceed the Federal pro rata share of such total actual cost.

UNITED STATES PRO RATA SHARE OF THE COST OF SAID PROJECT

ARTICLE IV. The United States pro rata share of the value of the labor and materials which shall be actually put into the construction of Section B(1) of said project shall not in any event exceed the sum of six thousand, seven hundred twenty and 00/100 dollars ($6,720.00), certified to the Secretary of the Treasury as above mentioned, which does not exceed the authorized Federal pro rata share of eleven thousand, seven and 70/100 dollars ($11,007.70), the approved total estimated cost of Section B(1) of said project.

PAYMENTS

ARTICLE V. As the construction of said project progresses, the Administrator shall from time to time draw warrants on the Secretary of the Treasury for the payment to State Treasurer

(Official or depository)

hereby designated by the Highway Department for that purpose and authorized under the laws of said State to receive public funds of the State of Oregon (Name) of such sums as shall not, together with previous payments, exceed the United States pro rata share, as above specified, of the value, as determined by the Administrator after inspection and approval, of the labor and materials which have actually been put into said construction work in compliance with the requirements of Article III hereof.

The Administrator reserves the right to withhold such sum as he may deem necessary to insure completion of construction in compliance with said plans and specifications.

MAINTENANCE OF PROJECT

ARTICLE VI. The Highway Department will maintain said project in compliance with said acts of July 11, 1916, and November 9, 1921, out of funds which have been or will be made available therefor by said State in the manner herein set forth, to wit: Chap. 529, laws 1939.

(Include reference to statute authorizing funds and probable amount annually available)

The Highway Department will use every means within its power to insure proper and permanent maintenance of said project, and to that end will provide for the constant making of needed repairs to preserve a smooth-surfaced highway.

Showing of authority of the Highway Department to execute agreements will be found in the agreement for project No. 112.

In witness whereof the parties have hereunto affixed their signatures, the Highway Department on the day and year first above written and the Administrator on the ________ day of JUL 2 1940, 19____

OREGON STATE HIGHWAY COMMISSION
(Official title of Highway Department)

By Henry F Cabell
Chairman, State Highway Commission
(Title of officer)

By
Member, State Highway Commission
(Title of officer)

By ____________
Member, State Highway Commission
(Title of officer)

By ____________
____
(Title of officer)

By ____________
____
(Title of officer)

FEDERAL WORKS ADMINISTRATOR,

By W. J. O'Leary
Acting Commissioner of Public Roads.

Form PR. 8—Revised

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION

CERTIFICATE OF APPROVAL OF PLANS, SPECIFICATIONS, AND ESTIMATES

(Under "An Act to provide that the United States shall aid the States in the construction of rural roads, and for other purposes," approved July 11, 1916, and acts amendatory thereof and supplementary thereto.)

To

THE SECRETARY OF THE TREASURY, AND

THE STATE HIGHWAY DEPARTMENT OF THE STATE OF Oregon

Pursuant to the acts above cited, I hereby certify—

FIRST. That in accordance with the provisions of said acts, I have approved the plans, specifications, and estimates submitted by the State Highway Department of the State of Oregon for the construction of a highway designated in the records of this Agency as Federal Aid Secondary Project No. FAS 61-B(1) State of Oregon

SECOND. That in accordance with said provisions I have approved the sum of $ 11,007.70 as the total estimated cost of said project, and the sum of $ 6,720.00 as the share of the United States, payable under said acts on account of such project, which does not exceed the authorized Federal pro rata share of said total estimated cost.

Done at the city of Washington, this ______ day of JUL 2 1940

one thousand nine hundred and ______

FEDERAL WORKS ADMINISTRATOR,

By WJO'Leary
Acting Commissioner of Public Roads.

U. S. GOVERNMENT PRINTING OFFICE 16—10129

[illegible] JUL 1 [illegible]
FOR [illegible]

FAS 61-P-1

July 15, 1940

General Casualty Company of America
Mansfield & Co., Agents
Lewis Bldg.
Portland, Oregon

Gentlemen:

You are advised that it is the intention of the State Highway Commission to make semi-final payment to Homer G. Johnson on contract No. 2292, Ochoco Creek-Prineville Section of the Warm Springs Secondary Highway in Crook County. This payment will be made on or after July 25, 1940.

Kindly acknowledge receipt of this letter.

Very truly yours,

STATE HIGHWAY COMMISSION

By

Secretary

RS

FAS 61-B-1

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT NO. 1

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION

Stencil No.

RECEIVED
AUG 13 1940
FOR FILING

IN YOUR REPLY PLEASE
REFER TO FILE No.

POST OFFICE BUILDING
PORTLAND, OREGON

July 12, 1940

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

Final inspection of Oregon Federal Aid Secondary Project FAS 61-B (1), Ochoco-Prineville Section of the Warm Springs Highway, was made by a representative of this office on June 22, 1940.

Prompt submission of the final voucher will be appreciated.

Very truly yours,

W. H. LYNCH
District Engineer

By L J Caufield
L. J. Caufield
Sr. Highway Engineer

Jon

Form E-1--5M--5-40

718 61-B-1

OREGON STATE HIGHWAY COMMISSION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY

FINAL REPORT

For Week Ending July 6, 1940

Section Ochoco Creek - Prineville

Kind of work Grading

Highway Warm Springs

Section prefix 107 - 1001

Contractor Homer G.Johnson

Contract number 2292.

Date of contract March 21 1940, 19

Date of completion Aug.31, 1940

Date work started Apr. 11 ", 19

Estimated date of completion, 19

Amount of contract $ 10198.

Per cent of time elapsed %

Estimated cost of completed project, exclusive of engineering $ 10174.59

Per cent of contract completed, based on total contract price 100. %

Engineering cost to date, $ 826.85, 8.1 %

Date project was completed May 31, 1940

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

Semi-final estimate completed and sent to Bend July 3 1940.

RAY WEB

RECEIVED JUL 8 1940

Signed

Address Madras

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project	1.29				
Miles partially completed					
Miles completed	1.29				
Total estimated quantities					
Estimated quantities moved or placed to date					
Average daily quantities	600.				
Average daily quantities necessary to complete project on time					
Number shifts per day					
Hours per shift					
Average force on project for week					

Percentages of men employed on contract to be secured from:

.... County, ...%; .... County, ...%; .... County, ...%; .... County, ...%

	NUMBER USED AND SECURED FROM					CONTRACTOR'S KEY MEN, ETC.	TOTAL
	COUNTY	COUNTY	COUNTY	COUNTY	OTHER SOURCES		
Men							
Men and teams							
Men and trucks under 3 tons							
Men and trucks over 3 tons							
Men and tractors							

Equipment used during week: Shovels ...., Power graders ...., Rollers ...., Mixers ...., Crushing or screening plants ....,

Compressors ...., Bulldozers ...., Sheet-foot rollers ...., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday	Fair		
Monday	"		
Tuesday	"		
Wednesday	"		
Thursday	"		
Friday	"		
Saturday	"		

STATE PRINTING DEPT.

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

POST OFFICE BUILDING
PORTLAND, OREGON

(Stencil #28)

IN YOUR REPLY PLEASE
REFER TO FILE No. Ore. FAS 61-B (1)
Ochoco Creek-Prineville Sec.
Warm Springs Highway

May 25, 1940

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

We are forwarding herewith two copies of proposed project agreement for signature and return to this office.

Enclosed is an approved copy of the detail estimate, upon which the agreement was based, together with approved copy of specifications.

Very truly yours,

W. H. LYNCH
District Engineer

By T. M. Davis
Sr. Highway Engineer

RECEIVED
JUL 19 19[illegible]
FOR FIL[illegible]

FAS 61-B-1

April 15, 1940

Mr. W. H. Lynch
District Engineer
Public Roads Administration
Post Office Box 3900
Portland, Oregon

Dear Sir:

Herewith are enclosed seven copies of estimate as basis for project agreement for the Ochoco Creek-Prineville Section, Project No. FAS 61-B (1).

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dist. by J. W. Nash/GS

Encl.

Oregon State Highway Department

Federal Aid Secondary
Project No. FAS 61-B (1)

OCHOCO CREEK-PRINEVILLE SECTION
OF THE WARM SPRINGS HIGHWAY IN CROOK COUNTY

(Estimate as basis for project agreement. Based on low bid prices.)

Salem, Oregon, April 5, 1949

All Required		Clearing and Grubbing		$ 1,162.00
350	cu. yds.	Trench Excavation	$ 1.00	350.00
21,750	cu. yds.	Excavation, Single Classif.	.15	3,262.50
24,950	yd. mi.	Truck Haul	.15	3,742.50
1.20	miles	Finishing Roadbed and Slopes	200.00	240.00
200	lin. ft.	18" Corr. Iron Pipe	2.50	500.00
60	lin. ft.	21" x 15" Arch Type Corr. Iron Pipe	3.00	180.00
150	lin. ft.	18" Corr. Iron Siphon Pipe	3.00	450.00
4	cu. yds.	Concrete in Siphon Boxes	30.00	120.00
			Subtotal	$ 10,007.00
			10% Engr. & Cont.	1,000.70
			Total	$ 11,007.70

Length	1.199 miles
Cost per mile	$ 9,180.73

FAS Funds- -	$ 6,720.00
State Funds- -	4,287.70
	$ 11,007.70

State Funds for Construction: Chap. 175, laws 1917; Chap. 31, laws 1920; Chap. 529, laws 1939
State Funds for Maintenance: Chap. 529, laws 1939

7a8 61-B

April 8, 1940

Mr. Homer G. Johnson
Imperial Hotel
Portland, Oregon

Dear Mr. Johnson:

We are forwarding to you today, by express, a fully executed copy of Contract No. 2292 which was awarded to you on March 21, 1940, for 1.29 miles grading on the Ochoco Creek-Prineville Section of the Warm Springs Secondary Highway, in Crook County. This is for your records and files.

Very truly yours,

Secretary

JM:AM

April 8, 1940

General Casualty Company of America
Mansfield & Company, Agents
Lewis Building
Portland, Oregon

Gentlemen:

We are forwarding to you today, by express, a fully executed copy of Contract No. 2292 which was awarded to Homer G. Johnson on March 21, 1940, for 1.29 miles grading on the Ochoco Creek-Prineville Section of the Warm Springs Secondary Highway, in Crook County.

This is being sent to you inasmuch as you appear surety on the bond furnished by Mr. Johnson and is for your records and files.

Very truly yours,

Secretary

JM:AM

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
HURON W. CLOUGH, CANYONVILLE
H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM
C. B. McCULLOUGH
ASSISTANT STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

712 61-5-1

March 25, 1940

IN REPLY PLEASE
REFER TO FILE NO.

Mr. W. H. Lynch
District Engineer
Public Roads Administration
Post Office Box 3900
Portland, Oregon

Attention: Mr. T. M. Davis

Dear Sir:

Herewith three copies of a resolution relative to encroachments and traffic for Project FAS 61-B (1), executed by the city authorities of Prineville.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

Oscar Cutler
Asst. Office Engineer

OC:MB
Encl.

Mr Nash

7 A & 61-B-1

March 23, 1940

Mr. Homer G. Johnson
Imperial Hotel
Portland, Oregon

Dear Sir:

We are sending you today by express four copies of Contract No. 2292 which was awarded to you on March 21 by the State Highway Commission covering the grading of the Ochoco Creek-Prineville Section of the Warm Springs Secondary Highway, in Crook County.

Kindly execute all four copies of this contract as to agreement and bond and return them to this office for approval by the State Highway Commission. When this has been done a fully executed copy will be returned to you for your records and files. We will also send an executed copy to the surety on your bond.

Your special attention is called to the paragraph under Section 5 (page 14) of the printed General Provisions, relating to the Workmen's Compensation Act. You will be expected to accept the terms of this Act and to carry on your work under this contract in strict conformance thereto.

Your attention is also called to the mimeographed page immediately preceding the colored pages, relating to payment by the contractor of amounts due hospital associations, et cetera.

Very truly yours,

STATE HIGHWAY COMMISSION
By

Secretary

MBL

7@L 61-B-1

March 22, 1940

Mr. Homer G. Johnson
Imperial Hotel
Portland, Oregon

Dear Sir:

The State Highway Commission on March 21, 1940, awarded you the contract for 1.29 miles grading on the Ochoco Creek-Prineville Section of the Warm Springs Secondary Highway, in Crook County. This award was based on your low bid of $10,158 submitted on that date.

Contract forms will be sent to you for execution within the next few days.

Very truly yours,

Secretary

AM

cc - Mr. S. H. Probert
Mr. G. S. Paxson

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION
DISTRICT ONE

MONTANA
OREGON
WASHINGTON

POST OFFICE BUILDING
PORTLAND, OREGON

MAR 23 1

61-B-1

March 21, 1940

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

This is to confirm our verbal concurrence in award of contract, as of this date, for Oregon Federal Aid Secondary Project FAS 61-B (1), Ochoco Creek-Prineville Section of Warm Springs Secondary Highway, to Homer G. Johnson, Portland, Oregon, who submitted the low bid.

Very truly yours,

W H Lynch

W. H. LYNCH
District Engineer

FAS 61-B-1

March 6, 1940

Mr. W. H. Lynch
District Engineer
Public Roads Administration
P. O. Box 3900
Portland, Oregon

Dear Sir:

The purpose of this letter is to assure you that a durable and dustless surfacing will be placed on the Ochoco Creek-Prineville Project, Project FAS 61-B (1), when a surfacing of that kind is required by traffic conditions.

Very truly yours,

R. H. Baldock
State Highway Engineer

FHS 61-B-1

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION
DISTRICT ONE

MONTANA
OREGON
WASHINGTON

POST OFFICE BUILDING
PORTLAND, OREGON

March 6, 1940

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

P. S. and E. documents for Oregon Federal Aid Secondary Highway Project No. 61-B (1), the Ochoco Creek-Prineville Section of the Warm Springs Highway, have today been recommended for approval. This is your authority to advertise for bids, subject to final review and approval of the plans and specifications by the Commissioner of Public Roads.

Very truly yours,

W H Lynch

W. H. LYNCH,
District Engineer.

March 3, 1940

Mr. W. H. Lynch
District Engineer
Public Roads Administration
P. O. Box 3900
Portland, Oregon

Dear Sir:

Herewith are enclosed seven copies of estimate and three copies of right of way statement to accompany plans and specifications for the Ochoco Creek-Prineville Section, Project No. FAS 61-B (1).

Five bid proposals and five sets of blueprint plans are being sent under separate cover.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/ER

Encl.

Oregon State Highway Department

Federal Aid Secondary
Project No. FAS 61-B (1)

OCHOCO CREEK-PRINEVILLE SECTION OF THE WARM SPRINGS HIGHWAY IN CROOK COUNTY

(Estimate to accompany plans and specifications. Not as basis for project agreement.)

Salem, Oregon, March 2, 1940.

All Required		Clearing and Grubbing		$ 300.00
350	cu. yds.	Trench Excavation	$ 1.00	350.00
21,750	cu. yds.	Excavation, Single Classification	0.25	5,437.50
24,950	yd. mi.	Truck Haul	0.12	2,994.00
1.20	miles	Finishing Roadbed and Slopes	300.00	360.00
200	lin. ft.	18" Corr. Iron Pipe	2.00	400.00
60	lin. ft.	21" x 13" Arch Type Corr. Iron Pipe	3.00	180.00
150	lin. ft.	18" Corr. Iron Siphon Pipe	2.25	337.50
4	cu. yds.	Concrete in Siphon Boxes	25.00	100.00
		Subtotal		$10,459.00
		10% Engr. & Cont.		1,045.90
		Total		$11,504.90

Length	1.199 miles
Cost per Mile	$9,595.41

FAS Funds- -	$ 7,020.00
State Funds- -	4,484.90
	$11,504.90

OCHOCO CREEK-PRINEVILLE SECTION

PROJECT NO. FAS 61-B (1)

All necessary right of way has been acquired for this project.

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

March 2, 1940

CONTRACT# [redacted] 2293

12-1013 Austin Junction-Baker Co.Line Sec.
John Day Highway 1940

2293

Boldock

12-1013

RECEIVED
OCT 26 1940
FOR FILING

October 22nd, 1940

NOTED
State Highway Engineer

COST ANALYSIS-FINAL REPORT

John Day Highway, Austin Junction-Baker County Line Section
Contract 2293 Prefix 12-1013

Fisher Bros., Contractors
C. C. Slavens, Resident Engineer

Item	Cost	Quantity	Unit Cost	Unit Bid	Gross Revenue
Clearing & Grubbing	$100.00	100%			$500.00
Trench Excavation	131.50	131.5 Cu. Yd.	1.00	1.00	131.50
Common "	611.50	2,446.0 " "	0.25	0.30	733.80
Solid Rock "	1,454.32	3,108.4 " "	0.47	0.50	1,554.20
Finishing Roadbed & Slopes	361.60	4.52 Miles	80.00	100.00	452.00
18" Corr. Iron Pipe	348.16	136 lin. ft.	2.56	1.80	244.80
24" " " "	24.00	6 " "	4.00	3.50	21.00
Salvaging Culvert Pipe	13.00	26 " "	0.50	0.50	12.00
4½"-2" Rock in Base	14,275.81	26,421 cu. yd.	0.54	0.80	21,136.80
3/4"-0" " " "	7,084.69	13,112 " "	0.54	0.75	9,834.00
Hauling Base Rock, Pile Measure	11,547.06	114,773.35 yd. mi.	0.101	0.08	9,181.87
Sprinkling	720.50	692.5 M-Gals.	1.04	1.50	1,038.75
*Preparation of Base	978.18	9.59 Miles	102.00	100.00	959.00
*3/4"-0" Rock in Binder Course	1,837.13	1,140 cu. yd.	1.61	1.30	1,482.00
*Mineral Aggregate in Place	8,953.04	4,720 " "	1.90	2.25	10,620.00
*RC-3 Asphalt in Binder Course	4,509.65	184.218 Tons	24.48	24.00	4,421.23
*Asphalt in Place	5,666.39	207.29 "	27.34	24.00	4,974.96
*Emuls. or RC-3 Asphalt in Seal Coat	2,850.77	116.453 "	24.48	24.00	2,794.87
3/4"-½" Cr. Rock in S.P.	1,386.77	1,461.8 cu. yd.	0.94	1.05	1,534.89
½"-¼" " " " "	1,031.57	1,092 " "	0.94	1.05	1,092.00
¼"-10-Mesh Cr. Rock in S.P.	595.14	630 " "	0.94	1.05	630.00

Austin Junction-Baker County Line Final Cost Analysis.

Item	Cost	Quantity	Unit Cost	Unit Bid	Gross Revenue
Hauling Crushed Rock, Pile Measure	$795.00	5,293.9 yd. mi.	0.15	0.08	$423.51
Screen Rejections, Pile Measure	260.60	1,042.4 cu. yd.	0.25	0.25	260.60
PA #1, 1½"-3/4" Cr. Rock in Stockpile	218.12	230.9 cu. yd.	0.94	1.05	242.45
" " Haul Crushed Rock, Pile Measure	20.00	115.45 yd. mi.	0.17	0.08	9.24
	$65,774.50				$74,286.47

***Sublet to Babler Bros.**

Gross Revenue	$74,286.47
Total Cost	65,774.50
Net Profit	$8,511.97

Net Profit Equals 11.5% of Gross Revenue

Detail of Cost

Labor:

Supervision (Includes Fisher Bros.)	$874.80	
Labor	14576.59	
State Industrial Accident Insurance	1004.35	
Social Security & Unemployment Insurance	618.05	
		$17,073.79

Materials:

18" Corr. Iron Pipe	136 lin. ft. at $2.00	$272.00	
18" " " " Bands	17 each at 2.10	35.70	
24" " " "	6 lin. ft. at 3.00	18.00	
24" " " " "	1 each at 2.90	2.90	
RC-3 Asphalt	300.671 Tons at 9.50	2,856.37	
Asphalt	207.29 " " 6.50	1,347.39	
			4,532.36

Equipment Rental, Supplies & Miscellaneous:

Equipment Rental	$16,226.80	
Hired Trucks	632.78	
Gas, Oil and Grease	5,967.28	
Quarry Supplies	666.20	
Explosives	3,096.30	
Lumber	429.50	
Small Tools, Supplies & Misc.	989.37	
Overhead Expense	230.39	
Bond 3/4% of Gross Revenue	557.15	
Home Office 1% " " "	742.86	
		29,538.63

Sub-Contract - Babler Bros.:

Preparation of Base	9.59 Miles at $100.00	$959.00	
3/4"-0" Rock in Binder Course	1,140 cu. yd. at 0.75	855.00	
Mineral Aggregate	4,720 " " " 0.90	4,248.00	
*RC-3 Asphalt in Binder Course	184.218 Tons at 14.50	2,671.16	
*Asphalt in Place	207.29 Tons at 20.30	4,207.99	
*RC-3 Asphalt in Seal Coat	116.453 " " 14.50	1,688.57	
			14,629.72
			$65,774.50

*Does not include purchase cost of asphalt.

COST BREAKDOWN OF CRUSHED ROCK

	Cost	Quantity	Unit Cost
Move In & Set Up	$1,711.97	49,850.1 Cu. Yd.	$0.035
Drill & Shoot Quarry	6,600.49	" " "	0.132
Load at Quarry	3,341.90	" " "	0.067
Haul to Plant	2,159.40	" " "	0.043
Crush	8,218.56	" " "	0.165
Supervision & Proratable Exp.	1,150.00	" " "	0.023
	$23,182.32	49,850.1 Cu. Yd.	$0.465

Sizes & Quantities of Crushed Rock

4½"-2" Cr. Rock in Base	26,421	Cu. Yd.
3/4"-0" " " " "	13,112	" "
3/4"-0" Cr. Rock in Binder Course	1,140	" "
Mineral Aggregate	4,720	" "
3/4"-½" Cr. Rock in Stockpile	1,461.8	" "
½"-¼" " " " "	1,092	" "
¼"-10-Mesh Cr. Rock in Stockpile	630	" "
1¼"-3/4" " " " "	230.9	" "
Screen Rejections	1,042.4	" "
	49,850.[illegible]	Cu. Yd.

Austin Junction-Baker County Line Section

REMARKS:

This contract consisted of the widening of 4.73 miles of roadbed, the construction of 9.59 miles of crushed rock base and the application of 9.59 miles of oil mat surface treatment (Type O-9 Modified). It was bid and awarded March 21st, 1940; work was started May 2nd, and finished August 3rd, 1940.

The excavation consisted of material that was easily moved with blade and shovel and trucks and was accomplished at a reasonable cost.

The quarry was located near the middle of the job and adjacent to the highway. It contained a very fractured rock that shot up into such small fragments that no secondary shooting was necessary.

The crushing plant consisted of 3 crushers (18" x 36" Jaw, 3' Gyrosphere and 20" Intercone), 3 screens 2-3 x 8 & 1-3 x 10), 3-90 h.p. diesel motors, 1-50 h.p. electric generator and 6-5 h.p. electric motors. It operated a total of 810 hours to crush 49,850 cu. yds. or an average of about 62 cu. yds. per hour. Production of base and key sometimes reached a total of 100 cu. yds. per hour. Crushing was commenced on May 21st, and was completed on July 10th. A 5/8 cu. yd. shovel was used to load into trucks for transport to plant.

The base was hauled and dumped into windrows in center of roadway. Working strips of about 300 feet in length, a blade then bladed it out, after which key was spread directly from spreaders mounted on trucks.

The oiling work was sublet to Babler Bros.

The low costs on this job were due to suitable equipment, excellent quarry, good supervision and the short duration of the job.

E. H. Clymer
Cost Analyst

By . . Henry Jullum

RECEIVED
OCT 22 1940
FOR FILING

12-1013

October 21, 1930

GENERAL CASUALTY COMPANY OF AMERICA
Robert Gross, Local Agent
Board of Trade Building
Portland, Oregon

Gentlemen:

You are hereby notified that State Highway Contract No. 2293, for surfacing and oiling the Austin Junction-Baker County Line Section of the John Day Highway, in Grant County, has been completed by the contractors, Fisher Bros., and that final settlement will be made by the state with said contractors for work done under said contract on or after October 31, 1940.

The state is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues, or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the state assumes no responsibility for any such claims should there be any.

This notice is served upon you since you appear as surety on the bond furnished by the above contractors. Kindly acknowledge receipt of this letter.

For your information we wish to advise that the total amount paid the contractors in connection with this contract will be $74,338.26, and that no force account work was performed therein.

Very truly yours,

STATE HIGHWAY COMMISSION
By

Secretary

DOD:MBL

NOTED
D. G. DeSart

RECEIVED
AUG 29 1940
FOR FILING

12-1012

August 28, 1940

General Casualty Co. of America
Mr. Robert Cross, Agent
Board of Trade Building
Portland, Oregon

Gentlemen:

You are advised that it is the intention of the State Highway Commission to make semi-final payment to Fisher Brothers, on Contract No. 2293, covering 4.73 miles grading and 9.59 miles surfacing and oiling, on the Austin Junction-Baker County Line Section, of the John Day Highway, in Grant County. This payment will be made on or after September 7, 1940.

Kindly acknowledge receipt of this letter.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

By

RS

Secretary

NOTED
D. G. DeSart

✓

Form E-1—8M—5-40

OREGON STATE HIGHWAY COMMISSION
FIELD ENGINEER'S WEEKLY REPORT No. 14
FOR CONSTRUCTION PROJECTS ONLY

For Week Ending August ~~2~~ 3, 1940

Section Austin Junction-Baker County Line

Kind of work Grading, Surfacing, and Oiling

Highway John Day

Section prefix 12-1013

Contractor Fisher Brothers.

Contract number 2293

Date of contract March 21, 1940

Date of completion August 31, 1940

Date work started May 2, 1940

Estimated date of completion August 31, 1940

Amount of contract $ 73,006.20

Per cent of time elapsed 82.8 %

Estimated cost of completed project, exclusive of engineering $ 75,926.45

Per cent of contract completed, based on total contract price ~~99~~ 100 %

Engineering cost to date, $ 2300.00, %

Date project was completed August ~~XX~~ 3, 1940

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

No work was done by the contractor on this project this week.

The final estimate is prepared and will be in by the 10th of th month.

Signed C. C. Slavens

Address Box 237 Prairie City, Oregon

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING Min. Agg.
Miles in project	9.59	9.59	9.59	9.59	9.59
Miles partially completed					
Miles completed	9.59	9.59	9.59	9.59	9.59
Total estimated quantities	5554	39,533	3291.8	507.96	4720
Estimated quantities moved or placed to date	5554	39,5333	3291.8	507.96	4720
Average daily quantities		Project completed			
Average daily quantities necessary to complete project on time					
Number shifts per day					
Hours per shift					
Average force on project for week					

Percentages of men employed on contract to be secured from:

.... County, ...%; .... County, ...%; .... County, ...%; .... County, ...%

	NUMBER USED AND SECURED FROM					CONTRACTOR'S KEY MEN, ETC.	TOTAL
	COUNTY	COUNTY	COUNTY	COUNTY	OTHER SOURCES		
Men							
Men and teams							
Men and trucks under 3 tons							
Men and trucks over 3 tons							
Men and tractors							

Equipment used during week: Shovels ...., Power graders ...., Rollers ...., Mixers ...., Crushing or screening plants ....,

Compressors ...., Bulldozers ...., Sheet-foot rollers ...., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday			
Monday			
Tuesday			
Wednesday			
Thursday			
Friday			
Saturday			

STATE PRINTING DEPT.

RECEIVED
JUN 26 1940
FOR FILING

12-1013

June 25, 1940

U. S. NATIONAL BANK OF PORTLAND
Oregon City Branch
Oregon City, Oregon

Gentlemen:

This will acknowledge receipt of your letter of June 22 and enclosures, and advise that we have received the consent of the bonding company to the assignment of estimate No. 2 on contract No. 2293 with Fisher Bros., to your organization. We are handing these to our auditing department with instructions to make payment in accordance with this assignment.

Very truly yours,

STATE HIGHWAY COMMISSION
By

Secretary

DOD:MBL

cc - Carl Smith

RECEIVED
JUN 25 1940
FOR FILING

12-1012

OREGON STATE HIGHWAY COMMISSION
INTER-DEPARTMENT CORRESPONDENCE

June 24, 1940

Subject: Assignment of Estimate No. 2,
Contract No. 2293

To: H. B. Glaisyer,
Secretary
Office

I am handing you herewith, for instructions as to disposal, the signed original estimate voucher in favor of Fisher Bros. in the amount of $18,245.17 covering estimate No. 2, contract No. 2293; together with four copies of an assignment covering this estimate in favor of the Oregon City Branch, U. S. National Bank of Portland; together with a letter from the U. S. National Bank and a letter from Fisher Bros., the assignment having been executed and sent back with the signed voucher.

Carl F. Smith
Accounting Division

CFS:EB
Att.

6/25/40
assignment approved -
1 copy filed in contract
3 copies returned to Carl Smith
[illegible] mailed -
HBG

RECEIVED
APR 18 1940
FOR FI

12-1013

April 17, 1940

General Casualty Company of America
Robert Cross, Agent
Board of Trade Building
Portland, Oregon

Gentlemen:

We are forwarding to you today, by express, a fully executed copy of Contract No. 2293 which was awarded to Fisher Brothers on March 21, 1940, for 4.73 miles grading and 9.59 miles surfacing and oiling on the Austin Junction-Baker County Line Section of the John Day Highway, in Lane County.

This is being forwarded to you inasmuch as you appear surety on the bond furnished by Fisher Brothers in connection with this contract.

Very truly yours,

JM:AM

Secretary

RECEIVED
APR 18 1940
FOR FILING

12-1013

April 17, 1940

Fisher Brothers
Route 3
Oregon City, Oregon

Gentlemen:

We are forwarding to you today, by express, a fully executed copy of Contract No. 2293 which was awarded to you on March 21, 1940, for 4.73 miles grading and 9.59 miles surfacing and oiling on the Austin Junction-Baker County Line Section of the John Day Highway, in Grant County. This is for your records and files.

Very truly yours,

JM:AM

Secretary

12-1013

April 9, 1940

Fisher Brothers

Oregon City, Oregon

Gentlemen:

On March 23 we forwarded to you, by express, four copies of Contract No. 2293 for the construction of the Austin Junction-Baker County Line Section of the John Day Highway, in Grant County, and on March 26 we also forwarded to you, by express, four copies of Contract No. 2301 for the construction of the Low Pass Section of the Siuslaw Highway, in Lane County.

We requested that these contracts be properly executed and returned to this office. To date we have not received a reply from you. Please advise if you received the copies and when we may expect to have them returned.

Very truly yours,

JM:AM Secretary

12-1013

March 23, 1940

FISHER BROS.
Route 3
OREGON CITY, OREGON

Gentlemen:

We are sending you today by express four copies of Contract No. 2293 which was awarded to you on March 21 by the State Highway Commission covering the grading, surfacing, and oiling of the Austin Junction-Baker County Line Section of the John Day Highway, in Grant County.

Kindly execute all four copies of this contract as to agreement and bond and return them to this office for approval by the State Highway Commission. When this has been done a fully executed copy will be returned to you for your records and files. We will also send an executed copy to the surety on your bond.

Your special attention is called to the paragraph under Section 5 (page 14) of the printed General Provisions, relating to the Workmen's Compensation Act. You will be expected to accept the terms of this Act and to carry on your work under this contract in strict conformance thereto.

Your attention is also called to the mimeographed page immediately following page No. 29, relating to payment by the contractor of amounts due hospital associations, et cetera.

Very truly yours,

STATE HIGHWAY COMMISSION
By

Secretary

MBL

12-1013

March 22, 1940

Fisher Brothers

Oregon City, Oregon

Gentlemen:

The State Highway Commission on March 21, 1940, awarded you the contract for 4.73 miles grade widening, 9.59 miles surfacing and oiling, also furnishing of 3,000 cu. yds. crushed rock in stock piles on the Austin Junction-Baker County Line Section of the John Day Highway, in Grant County. This award was based on your low bid of $73,006.20 submitted on that date.

Contract forms will be sent to you for execution within the next few days.

Very truly yours,

AM

Secretary

cc - Mr. Probert
Mr. Paxson

Form E-30—Revised—25M—9-39

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

IVED
JAN 31 1
COMMISSION

LaGrande, Oregon
January 29, 1940

Const.
Project
Primary

Subject: Austin Jct-Baker-Grant Co. Line

NOTED
R. McCullough

To: Mr. H. G. Smith
Construction Engineer
State Highway Commission
Salem, Oregon

Dear Sir:

I have made a further study of plans for resurfacing from Austin Junction to the Grant-Baker County Line on the John Day Highway and offer for your approval one of the following alternates:

For the $85,000 allocated, we can surface the weaker sections, of which the total distance is 5.1 miles, with 10 inches of keyed macadam surfacing , this to be placed in two courses. On the more stable sections, of which there are 3.5 miles, one course of 6 inches in depth of keyed macadam would be placed. The oiled surface would consist of a prime coat of RC-3, covered with type 0-9 oil mat. I believe that in this extremely mountainous country, the 0-9 type will hold up better than the type 0-8.

The other alternate would be to surface the weaker sections with an 8 inch lift of pitrun gravel and these sections as well as the stable sections to be covered with a 6 inch thickness of keyed macadam. This would result in a total surfacing depth of 14 inches on the weak sections and 6 inches on the stable sections.

The two above alternates cost approximately the same, that is, $85,000 for the 9.6 mile section, including about $4,000 worth of maintenance materials in stockpile.

I believe I prefer the use of the keyed macadam to the gravel, for, while the thickness is not as great, the material is much better. The only gravel available has quite a high percentage of plasticity index and liquid limit and might not be so good for stopping frost action. I believe the 10 inch thickness of keyed macadam would satisfactorily stabilize the roadbed.

I am attaching hereto a laboratory report for the gravel that is available so that you will know the type of material represented. The quarry from which the rock would be made is an excellent one and the rock is both very good as to quality and for the contractor's crushing operations.

Both above plans are based on widening of the existing road to a minimum width of 24 feet.

If you will advise if either of these alternates meets your approval, I will reprepare the special provisions so that the project may be let in March as scheduled.

Very truly yours

W. C. WILLIAMS
Division Engineer

WCW:MA- enc
cc R. H. Baldock ✓

CONTRACT#2294

12-2009 Odell Lake Maintenance Patrolmen's
Headquarters.Willamette Hwy. 1940

2294

RECEIVED
JAN 28 1941

B-2009

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
November 12, 1940

Subject: Odell Lake Maintenance Station

To: Mr. H. B. Glaisyer
Secretary
Office

Dear Sir:

For your information, Barham Brothers completed work on Contract No. 2294, Odell Lake Maintenance Station in Klamath County, on November 12, 1940. Please secure authority from the Commission to pay the final estimate on this job.

Yours very truly,

G. S. Paxson
Bridge Engineer

By

W. A. Reeves
Bridge Office Engineer

CAG:TH
cc: C. A. Gardner

APPROVED BY HIGHWAY COMMISSION
DATE November 13, 1940
Secretary

RECEIVED
DEC 20 1940
FOR FILING

18 - 2309

December 19, 1940

General Casualty Company of America
Mansfield & Co.
Lewis Building
Portland, Oregon

Gentlemen:

You are hereby notified that State Highway contract No. 2294, Maintenance Patrolmen's Headquarters near Odell Lake on the Willamette Highway, in Klamath County, has been completed by the contractors, Barham Bros., and that final settlement will be made by the State with said contractors, for work done under said contract, on or after December 30, 1940.

The state is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues, or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the state assumes no responsibility for any such claims should there be any.

This notice is served upon you since you appear as surety on the bond furnished by the above contractor. Kindly acknowledge receipt of this letter.

For your information we wish to advise that the total amount paid the contractor in connection with this contract will be $32,841.35, including final payment, of which $471.79 is for force account work.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

By

RS

Secretary

NOTED
D. G. DeSart

RECEIVED
DEC 2 1940
FOR FILING

18-2007

November 29, 1940

GENERAL CASUALTY COMPANY OF AMERICA
Mansfield & Company, Resident Agents
Lewis Building
Portland, Oregon

Gentlemen:

You are advised that it is the intention of the State Highway Commission to make semi-final payment to Barham Bros. on Contract No. 2294 - construction of maintenance patrolmen's headquarters on the Willamette Highway, near Odell Lake, in Klamath County. This payment, in the amount of $5,002.32, will be made on or after December 9, 1940. The retained percentage is $990.23.

The state is not advised of any unpaid claims for labor or materials, or of the existence of any clains, debts, dues, or demands incurred in the performance of such contract and remaining unsatisfied, and you are advised that the state assumes no responsibility for any such claims should there be any.

Kindly acknowledge receipt of this letter.

Very truly yours,

STATE HIGHWAY COMMISSION

By
Secretary

DGD:MBL

NOTED
D. G. DeSart

RECEIVED
1940
FOR FILING

18-2009

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
November 6, 1940

Subject: Damage to Dyar Property at Odell Lake Maintenance Station

To:

Mr. C. B. McCullough
Assistant Chief Engineer
Office

Dear Sir:

Please note attached from Mr. Dorner. Apparently the damage of which Mr. Dyar complained has been remedied. You may want to follow up your previous letter to Mr. Dyar.

Very truly yours,

G S Paxson

G. S. Paxson
Bridge Engineer

GSP CM
Attached

NOTED
Asst State Highway Engineer

noted CBM

File

FORM E-30 REVISED 25M 8-40

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

NOTED
G. S. Paxson

Cascade Summit
November 2, 1940

Subject: Repair of damage to the Ralph M. Dyar property, by the contractor.
Odell Lake Maintenance Patrol Station
Contract # 2294
Job # 2719

To:

Mr. G. S. Paxson, Bridge Engineer
Oregon State Highway Commission
Salem, Oregon

Dear Sir:

This is to inform you that the contractor has repaired the damage to the Ralph M. Dyar property, which occurred during the blasting opperations.

I understand that Mr. Roy Temple did do some repair work to the above damage, but my inspection of it last week did not prove satisfactory to me. Therefore the contractor has straightened out the matter. In any event I believe that the contractor put the mater off too long, and failed to cooperate to the best interest of all.

Yours truly

W. J. Dorner

CC K. D. Lytle

W. J. Dorner

RECEIVED
OCT 24 1940
FOR FILING

18-2009

October 21, 1940.

Mr. Ralph M. Dyar
909 Alpine Drive
Beverly Hills, California

Dear Sir:

We wish to thank you for your letter of October 18, in which you direct our attention to the operations of our contractor on the maintenance buildings near Odell Lake.

We are referring your letter to our Construction Engineer, Mr. E, G. Smith, for investigation.

We regret very much that you have been inconvenienced.

Very truly yours,

C. B. McCullough
Assistant Chief Engineer

cc Mr. E. G. Smith

RALPH M. DYAR ** 909 ALPINE DRIVE ** BEVERLY HILLS, CALIF.

October 18th, 1940

State Highway Commission
Salem, Oregon

Dear Sirs:

I am now the owner of the log cabins on the north side of Odell Lake on Lot El in the restricted home tract which are opposite the new maintenance buildings recently built by the State.

The contractor, in blasting, put a rock through the roof of one of my cabins and was notified of this matter and promised to repair the damage. However, as nothing was done and as winter is coming on my man there, Roy Temple of Cascade Summit, did this repair work which should have been done by the contractor.

I am notifying you of this as a matter of record as you should know all facts in matters such as this.

My cabins were formally owned by Alexander Bell of San Francisco, California.

Yours very truly,

Ralph M. Dyar

Ralph M. Dyar

COPY

18 2009

April 3, 1940

General Casualty Company of America
Mansfield & Company, Local Agents,
Lewis Building
Portland, Oregon

Gentlemen:

We are forwarding to you today, by express, a fully executed copy of Contract No. 2294 which was awarded to Barham Brothers on March 21, 1940, for construction of maintenance patrolmen's headquarters near Odell Lake, in Klamath County.

This is being sent to you inasmuch as you appear surety on the bond furnished by Barham Brothers and is for your records and files.

Very truly yours,

Secretary

JM:AM

18-2009

April 3, 1940

Barham Brothers
865 North Winter St.
Salem, Oregon

Gentlemen:

We are handing you herewith a fully executed copy of Contract No. 2294 which was awarded to you by the State Highway Commission on March 21, 1940, for construction of maintenance patrolmen's headquarters near Odell Lake, in Klamath County. This copy is for your records and files.

Very truly yours,

JM:AM

Secretary

18-2009

March 23, 1940

BARHAM BROTHERS
865 N. Winter Street
Salem, Oregon

Gentlemen:

We hand you herewith four copies of Contract No. 2294 which was awarded to you on March 21, 1940, by the State Highway Commission, covering the construction of maintenance patrolmen's headquarters, on the Willamette Highway, near Odell Lake, in Klamath County.

Kindly execute all four copies of this contract as to agreement and bond and return them to this office for approval by the State Highway Commission. When this has been done a fully executed copy will be returned to you for your records and files. We will also send an executed copy to the surety on your bond.

Your special attention is called to the paragraph on page 25 relating to the Workmen's Compensation Act. You are expected to accept the terms of this Act and to carry on your work under this contract in strict conformance thereto.

Your attention is also called to the paragraph on the same page relating to the payment by the contractor of amounts due hospital associations, et cetera.

Very truly yours,

STATE HIGHWAY COMMISSION
By

Secretary

MBL

18-2009

March 22, 1940

Barham Brothers
865 North Winter
Salem, Oregon

Gentlemen:

The State Highway Commission on March 21, 1940, awarded you the contract for construction of the maintenance partolmen's headquarters on the Willamette Highway near Odell Lake, in Klamath County. This award was based on your low bid of $32,441 submitted on that date.

Contract forms will be sent to you for execution within the next few days.

Very truly yours,

AM

Secretary

cc - Mr. Probert
Mr. Paxson

CONTRACT# [redacted] 2295

26-1144 Middle Unit, Troutdale-Corbett Sec.
Columbia River Hwy. 1940

2295

26-1144

R. H. Baldock

May 20, 1940

FINAL COST ANALYSIS

Middle Unit, Troutdale-Corbett Clearing
Contract No. 2295

Columbia River Highway
Prefix 26-1144

Vernie Jarl, Contractor
Carl Peterson, Resident Engineer

Item	Cost	Quantity	Gross Revenue
Clearing	$826.09	All	$600.00

Total Cost	$826.09
Gross Revenue	600.00
Net Loss	$226.09

NOTED
State Highway Engineer

Net Loss Equals 37.6% of Gross Revenue

Detail of Cost

Labor:

Supervision (Vernie Jarl, 1 Mo.)	$175.00	
Labor	511.20	
State Industrial Accident Insurance 7.5%	38.34	
Social Security & Unemployment Insurance 4%	20.45	
		$744.99

Misc. Supplies:

Small Tools & Misc. Supplies	$57.10	
Office and Overhead	18.00	
Bond	6.00	
		81.10
		$826.09

Troutdale-Corbett Clearing

REMARKS:

This contract, which required the clearing of .42 of a mile of the new Columbia River Highway, was bid on March 21st, 1940. The contractor started work on March 25th, and completed April 18th.

The contract contained 5 acres of cottonwood and ash trees and miscellaneous brush. Although no grubbing was necessary, the contractor was required to cut the trees not over 12 inches above the ground level. All the felled trees and other debris were piled and burned. The work was done entirely by hand labor with a crew averaging 6 men per day. The bid price averaged $120.00 per acre, and the cost was $165.21 per acre. The contractor made good progress on the work, but the bid was too low for this type of clearing.

E. H. Clymer
Cost Analyst

By . . V. R. Jones

26-1144

May 24, 1940

Maryland Casualty Company,
T. A. Bergstrom, Agent,
615 Yeon Building,
Portland, Oregon.

Gentlemen:

You are hereby notified that State Highway Contract No. 2295, for the construction of the Middle Unit, Troutdale-Corbett Section of the Columbia River Highway in Multnomah County, consisting of 0.42 mile of clearing, has been completed by the contractor, Vernie Jarl, and that final settlement will be made by the State with said contractor for work done under said contract on or after June 3, 1940.

The State is not advised of any unpaid claims for labor or material, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the State assumes no responsibility for any such claims should there be any.

This notice is served upon you as you appear as surety on the bond furnished by the above contractor. Kindly acknowledge receipt of this letter.

For your information we wish to advise that the total amount paid the above contractor in connection with this contract will be $600.00, including the final payment.

Very truly yours,

STATE HIGHWAY COMMISSION

By

Secretary.

Dict. by J. McFarland.

Form E-1—5M—9-39

OREGON STATE HIGHWAY COMMISSION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY

		For Week Ending	April 20, 1940
Section	Middle Unit, Troutdale- Corbett	*Kind of work*	Clearing
Highway	Columbia	*Section prefix*	26- I144
Contractor	Vernie Jarl	*Contract number*	2295
Date of contract	March 21, 1940	*Date of completion*	April I5, 1940
Date work started	March 25, 1940	*Estimated date of completion*	April I8, 19
Amount of contract	$ 600.00	*Per cent of time elapsed*	I00 %

Estimated cost of completed project, exclusive of engineering $ 600.00

Per cent of contract completed, based on total contract price I00 %

Engineering cost to date, $ 34.33, 5.72 % *Date project was completed* April I8, 1940

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

Contractor completed the clearing and burning Thursday.

Division Engineer E.A.Collier over section Friday.

NOTED [illegible]

NOTED
VAN SCOY

Signed Carl A Peterson

Address Troutdale

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file

	GRADING Clearing	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project	0.42				
Miles partially completed					
Miles completed	0.42				
Total estimated quantities					
Estimated quantities moved or placed to date					
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day	I				
Hours per shift	8				
Average force on project for week	6				

Percentages of men employed on contract to be secured from:

.... County, ...%; .... County, ...%; .... County, ...%; .... County, ...%

	NUMBER USED AND SECURED FROM					CONTRACTOR'S KEY MEN, ETC.	TOTAL
	Multnomah COUNTY	COUNTY	COUNTY	COUNTY	OTHER SOURCES		
Men	6						
Men and teams							
Men and trucks under 3 tons							
Men and trucks over 3 tons							
Men and tractors							

Equipment used during week: Shovels ...., Power graders ...., Rollers ...., Mixers ...., Crushing or screening plants ....,

Compressors ...., Bulldozers ...., Sheet-foot rollers ...., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday	fair		
Monday	cldy		
Tuesday	"		
Wednesday	"		
Thursday	fair		
Friday			
Saturday			

RECEIVED
APR 1 0 1940
FOR FILING

[illegible]

April 10, 1940

Mr. Vernie Jarl
923 Victoria Avenue
Gresham, Oregon

Dear Sir:

We are forwarding to you today, by express, a fully executed copy of Contract No. 2295 which was awarded to you on March 21, 1940, for 0.42 mile clearing on the Middle Unit, Troutdale-Corbett Section of the Columbia River Highway, in Multnomah County. This is for your records and files.

Very truly yours,

JM:AM

Secretary

April 10, 1940

Maryland Casualty Company
T. A. Bergstrom, Agent
813 Yeon Building
Portland, Oregon

Gentlemen:

We are forwarding to you today, by express, a fully executed copy of Contract No. 2295 which was awarded to Vernie Jarl on March 21, 1940, for 0.42 mile clearing on the Middle Unit, Troutdale-Corbett Section of the Columbia River Highway, in Multnomah County.

This is being sent to you inasmuch as you appear surety on the bond furnished by Mr. Jarl and is for your records and files.

Very truly yours,

JM:AM

Secretary

26-1144

March 27, 1940

Mr. Vernie Jarl
923 Victoria Avenue
Gresham, Oregon

Dear Sir:

We are returning to you by express the four copies of Contract No. 2295 for the clearing of the Middle Unit, Troutdale-Corbett Section of the Columbia River Highway, in Multnomah County, which was awarded to you on March 21.

You are advised that this contract is not acceptable for the reason that you have detached the agreement and bond pages. It is necessary that the contracts be complete in all their parts when they are executed. We have inserted new agreement and bond pages and are returning the copies to you. We are also returning the sheets which you detached.

Kindly execute all four copies of this contract again and return them to this office.

We also wish to call your attention to the fact that the bond must be countersigned by an authorized resident agent for the surety company.

Very truly yours,

STATE HIGHWAY COMMISSION
By

Secretary

JW:MBL

cc - T. A. Bergstrom
c/o Maryland Casualty Company
Yeon Building
Portland, Oregon

26-1144

March 22, 1940

Mr. Vernie Jarl
923 Victoria Avenue
Gresham, Oregon

Dear Sir:

We are sending to you today, by express, four copies of contract No. 2295 which was awarded to you on March 21, 1940, by the State Highway Commission covering 0.42 mile clearing on the Middle Unit, Troutdale-Corbett Section of the Columbia River Highway, in Multnomah County.

Will you kindly execute all four copies of this contract as to agreement and bond and return them to this office for approval by the Highway Commission. When this is done a fully executed copy will be returned to you for your records and files. We will also send an executed copy to the surety on your bond.

Your special attention is called to the provision under Section 5 of the General Provisions, relating to the Workmen's Compensation Act. You are expected to accept the terms of this Act and to carry on your work under this contract in strict conformance thereto.

Your special attention is also called to the mimeographed page immediately following page 12 of the mimeographed Special Provisions, relating to the payment by the contractor of amounts due hospital associations, et cetera.

Very truly yours,

AM

Secretary

26-1144

March 22, 1940

Mr. Vernie Jarl
923 Victoria Avenue
Gresham, Oregon

Dear Sir:

The State Highway Commission on March 21, 1940, awarded you the contract for 0.42 mile (5.0 acres) of right of way clearing on the Middle Unit of the Troutdale-Corbett Section of the Columbia River Highway, in Multnomah County. This award was based on your low bid of $600 submitted on that date.

Contract forms will be sent to you for execution within the next few days.

Very truly yours,

AM

Secretary

cc - Mr. S. H. Probert
Mr. G. S. Paxson

Form [illegible]—Revised—[illegible]

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Const
Projects
Primary

Portland, Oregon
March 4, 1940

Subject: Clearing on Upper Columbia River Highway

To:
Mr. S. H. Probert
Office Engineer
State Highway Department
Salem, Oregon

March

Dear Sir:

Mr. Peterson estimates clearing 100' wide from Sta 615 to Sta 637 at $1200.00. The water is about a foot deep in the low places now, but this area can be cleared during the latter half of May and the first half of April. During May, June and July, the water would be too deep to clear it.

The clearing from Sandy River to Sta 615, he estimates at $1600.00.

Very truly yours,

E. A. Collier
E. A. COLLIER
DIVISION ENGINEER

EAC:MB
cc: Mr. H. G. Smith

SHP

Form E-30—Revised—20M—9-38

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

RECEIVED
MAR 10 1940

Portland, Oregon
Feb. 29, 1940

Subject: Clearing on Jordan property for Columbia River Dredging

To: Mr. H. G. Smith
Construction Engineer
State Highway Dept.
Salem, Oregon

Dear Sir:

On the first unit for the proposed dredging contract in co-operation with the government, we show the beginning point at Station 615. The E. Unit Troutdale-Corbett contract was cut off at Station 637, because right of way on the Jordan property had not been secured west of this station. In our suggested provisions for the dredging contract we provide that no clearing or grubbing work will be required, except that necessary for the installation of culverts.

The clearing from Station 615 to Sta. 637 could be included in this proposed dredging job, if plans have not proceeded too far. Otherwise clearing contract could be put on as quickly as the right of way is secured. I suggest it would be advisable to clear from Troutdale to Station 637, although only this section from Station 615 to Station 637 is required at present.

Shall I write up provisions for a clearing project? Mr. Devers toldme yesterday that they would try to expedite the acquisition of this Jordan property.

Very truly yours,

E. A. COLLIER
DIVISION ENGINEER

EAC:DP

Collier says clearing of 100' strip from 615 to 637 would cost about $5,000.

CONTRACT [redacted] 2296

FAS 68-A-1 S. Unit, Fulton Canyon Sec., 1940
Fulton Canyon-Wasco Rd.
#2296 Grad. & Surf.

RECEIVED
JUL 21 1941
FOR FILI

FAS 68-A-1

July 19, 1941

Mr. W. H. Lynch
District Engineer
Public Roads Administration
P. O. Box 3900
Portland, Oregon

Dear Sir:

In accord with the request contained in your letter of July 15, 1941, we are enclosing herewith a copy of our letter of October 2, 1940, requesting your concurrence in the extension of time on Contract No. 2296, South Unit, Fulton Canyon Section, Project No. FAS 68-A (1). Also, we are enclosing a copy of your letter of October 12, 1940, agreeing to the extension of time requested.

It is noted that the file copy of our letter of request incorrectly gave the project number as FAS 6-A (1) and was subsequently changed to FAS 68-A (1). Also, your letter of acceptance likewise lists the project as FAS 6-A (1). Accordingly, it is possible that your original copies are filed under this incorrect project number.

Very truly yours,

R. H. BALDOCK
Chief Engineer

By

S. H. Probert
Office Engineer

Dist. by J. W. Nash/ER

Encl.

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION
DISTRICT ONE

MONTANA
OREGON
WASHINGTON

POST OFFICE BUILDING
PORTLAND, OREGON

July 15, 1941

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

Reference is made to the excerpt from minutes of the Highway Commission meeting of October 18, 1940, accompanying the final voucher for Oregon Federal Aid Secondary Project FAS 68-A(1), the south unit of the Fulton Canyon Section of the Fulton Canyon - Wasco County Road, your contract No. 2296.

The minutes refer to a letter from this office concurring in the extension of time granted without penalty. Our file copy of the letter and your letter requesting the concurrence seem to have been misplaced, and it is requested that you furnish copies of them to complete our file.

Very truly yours,

W. H. LYNCH
District Engineer

By F. E. Andrews
F. E. Andrews
Senior Highway Engineer

D. G. DeSart

A

RECEIVED
DEC 12 1940
FOR [illegible]

FAS 65-A-1

December 11, 1940

United States Fidelity & Guaranty Co.
M. K. Sprott, Agent
Bedell Building
Portland, Oregon

Gentlemen:

You are hereby notified that State Highway Contract No. 2296, for grading and surfacing on the South Unit of the Fulton Canyon Section of the Fulton Canyon-Wasco County Road, in Sherman County, has been completed by the contractor, Mid-Columbia Sand and Gravel Company, and that final settlement will be made by the state with said contractor, for work done under said contract, on or after December 20, 1940.

The state is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues, or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the state assumes no responsibility for any such claims should there be any.

This notice is served upon you since you appear as surety on the bond furnished by the above contractor. Kindly acknowledge receipt of this letter.

For your information we wish to advise that the total amount paid the contractor in connection with this contract will be $17,222.03, including final payment, of which $24.51 is for force account work.

This final voucher has been assigned to the U. S. National Bank of Portland, The Dalles Branch, the same as previous estimates. However, as you have been consenting to the assignment of only one estimate at a time, it will be necessary that you furnish us with your consent for the assignment of this fifth and final estimate.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

By

Secretary

DGD:RS

NOTED
D. G. DeSart

RECEIVED
NOV 27 1940
FOR FILING

FAS 68-A-1

November 25, 1940

MID-COLUMBIA SAND & GRAVEL COMPANY
716 West 10th
The Dalles, Oregon

Gentlemen:

At the meeting of the State Highway Commission held on October 18, 1940, the following action was taken on your request for an extension of time:

> "Mid-Columbia Sand & Gravel Company, Contract No. 2296, for grading and surfacing the South Unit of the Fulton Canyon Section of the Fulton Canyon-Wasco County Road, in Sherman County, requested an extension of time of 10 days, from July 31 to August 10, 1940, within which to complete this job. They attributed their failure to complete the project within the specified time limit to delays in securing certain materials for construction of cable guard fence. The Engineer advised that the reason given by the contractor for failure to complete this project within the specified time is correct, and recommended the granting of the extension requested without penalty. A letter was presented from the Public Roads Administration concurring therein. The Commission approved the recommendation."

Very truly your's,

STATE HIGHWAY COMMISSION

By

Secretary

MBL

cc - W. E. Chandler

R.H.Baldock RECEIVED CT 31 1940

F.H. [illegible]

O ber 26th, 1940

COST ANALYSIS-FINAL REPORT
South Unit-Fulton Canyon
Fulton Canyon-Wasco Co. Road in Sherman County
Contract #2296 Prefix 228-1005
Mid-Columbia Sand & Gravel Co., Contractors J. E. Peck, Resident Engineer

Description	Cost	Quantity	Unit Cost	Unit Bid	Gross Revenue
Clear & Grub	$106.38	All			$600.00
Trench Excavation	751.49	287.644 cu. yd.	$2.61	$2.50	719.16
Common "	2,280.94	8,032.6 " "	0.28	0.23	1,847.50
Solid "	2,237.87	2,719.9 " "	0.82	0.60	1,631.94
Truck Haul	235.61	1,075.9 yd. mi.	0.21	0.15	161.39
Finish Roadbed & Slopes	919.66	1.62 Mi.	567.60	220.00	356.40
12" Corr. Iron Pipe	47.85	26 lin. ft.	1.84	1.25	32.50
18" " " "	12.56	6 " "	2.09	1.60	9.60
24" " " "	23.87	8 " "	2.98	2.00	16.00
Salvage Culverts	78 .19	30 " "	2.60	0.60	18.00
Hand Place Rock Slope	670.58	1,102.5 sq. yd.	0.61	0.75	826.88
Class "A" Concrete	4,140.53	240.256 cu. yd.	17.23	18.00	4,324.61
Metal Reinforcement	2,330.48	33,909 lb.	0.068	0.67	2,271.90
Cable Guard Fence	312.50	160 lin. ft.	1.95	1.22	195.20
Pit Run Gravel Surfacing	1,251.27	4,329 cu. yd.	0.29	0.32	1,385.28
Haul Surfacing	2,331.91	24,438 yd. mi.	0.09	0.08	1,955.04
Sprinkling	401.13	335 M-Gal.	1.19	1.30	435.50
Removal of Bridge	144.09	All			400.00
Force Order #1	33.90				33.90
	$18,314.31				$17,220.80

Total Cost	$18,314.31
Gross Revenue	17,220.80
Net Loss	$1,093.51

Net Loss Equals 6.3% of Gross Revenue

NOTED
Highway Engineer

South Unit, Fulton Canyon

Detail of Cost

Labor:

Supervision		$1,010.50	
Labor		3,902.83	
State Industrial Accident Insurance		245.67	
Unemployment Insurance		196.53	
Social Security		49.13	$5,406.66

Sub-Contract, Mid-State Construction Company:

Place Class "A"	240.256 cu. yd. at $9.25	$2,223.37	
" Steel	33,909 lbs. at 0.022	746.00	2,969.37

Materials:

Reinforcing Steel	33,909 lbs. at $0.0406	$1,376.70	
Cement	388.75 bbls. at 2.59	1,006.86	
Sand & Gravel	310 cu. yd. at 1.35	418.50	
Expansion Joints		12.48	
4" Water Stop	1,144 ft. at 0.045	51.48	
12" Corr. Iron Pipe	26 lin. ft. at 1.098	28.55	
12" Bands	2 at 1.35	2.70	
18" Corr. Iron Pipe	6 lin. ft. at 1.566	9.40	
18" Bands	1 at 2.277	2.28	
24" Corr. Iron Pipe	8 lin. ft. at 2.448	19.58	
24" Bands	1 at 2.326	2.33	
Cable Guard Fence - All Materials	180 lin. ft. at 0.75	135.00	3,066.36

Equipment Rental, Small Tools & Misc. Supplies:

Hired Equipment		$3,159.45	
Main Office Expense		1,200.00	
Equipment Rental		1,049.75	
Gas, Oil and Grease		482.93	
Small Tools & Supplies		387.04	
Explosives		328.09	
Bond		171.86	
Freight & Cartage		94.40	6,873.52
			$18,314.31

South Unit, Fulton Canyon

REMARKS:

This contract was bid and awarded March 21st, 1940. Work was started April 2nd, and the contract was completed August 10th.

The work involved in the contract consisted of clearing, widening the existing road, excavating 2,500 cu. yd. in a channel change, a portion of which were boulders and classified as solid, placing pit run gravel surfacing and the construction of two box culverts.

The excavation was costly due to the small quantity and the difficulty of working in the channel change. A 3/8 cu. yd. shovel and 75 h.p. tractor and dozer were used. The finishing was expensive due to lack of care while grading.

The gravel surfacing was secured from the designated quarry at M.P. 110.9. The material was loaded out with a 3/8 cu. yd. shovel and hauled to the job in hired trucks. A power blade was used for handling the surfacing on the road.

Placing of the concrete and reinforcing steel was sub-contracted to the Mid-State Construction Company.

The loss shown on this contract is due entirely to excessive and poor supervision and high overhead.

E. H. Clymer
Cost Analyst

By . . J. D. Nelson

RECEIVED
OCT 23 1940
FOR FILING

FAS 68-A-1

October 22, 1940

Mr. C. W. Halderman
Attorney at Law
208-210 Associated Building
Astoria, Oregon

Dear Sir:

This will acknowledge receipt of your letter of October 21 and advise that Mr. W. H. Stewart was carried on the certified transcripts of the pay rolls for the Mid-Columbia Sand & Gravel Company on their contract No. 2296 as superintendent, at $250.00 per month, from April 2 to July 23, 1940, inclusive.

Our engineer's reports show that this job was not started until April 2.

If we can furnish you with any further information, please let us know.

Very truly yours,

STATE HIGHWAY COMMISSION
By

Secretary

DGD:MEL

2296

C. W. & J. W. HALDERMAN
ATTORNEYS-AT-LAW
208-210 ASSOCIATED BUILDING
ASTORIA, OREGON

October 21st,1940.

Mr. H. B. Glaisyer,
Secretary, State Highway Com.,
Salem, Oregon.

Dear Sir:

It appears that Mr. W.H.Stewart, formerly of The Dalles, Oregon, but now of this city, was employed by a Mr. Wm. Dielschneider, of The Dalles, Oregon, to work on what is known as the Fulton Canyon Project, from March 1st,1940, to July 31st,1940, both dates inclusive, for a stipulated and agreed wage of $250.00 per month.

Mr. Deilschneider has failed and refused to pay Mr. Stewart his full wages for the time mentioned, and still owes, according to Mr. Stewart, the sum of $500.00 as wages. As Mr. Stewart worked for Mr. Dielschneider during all the times mentioned herein, we write to ask if the name of Mr. Wm.Stewart, or,W.H.Stewart, appears on the transcripts for the job mentioned filed in your office.

This information will be deeply appreciated.

Very truly yours,
C W Halderman
C.W.Halderman.

CWH:BLM.

Supt. 250⁰⁰ per month
[illegible] 4-2 to 7-23 incl.
Job started 4-2 [illegible]

REFERRED TO
[illegible]
BY SECRETARY

get me the [illegible] on this
HBG

RECEIVED
OCT 10 1940
FOR FILING

FAS 6X-A-1

October 9, 1940

Mr. Raymond C. Weiss
Superintendent, Surety Dept.
United States Fidelity & Guaranty Co.
Bedell Building
Portland, Oregon

Dear Sir:

This acknowledges receipt of your letter of October 8 giving your consent to the assignment by the Mid-Columbia Sand and Gravel Company to the United States National Bank, The Dalles Branch, of the proceeds under Estimate No. 4, Contract No. 2296 which is for grading, surfacing and construction of culverts on the South Unit, Fulton Canyon Section of the Fulton Canyon-Wasco County Road, in Sherman County.

I wish to thank you for this letter. We are today releasing the warrant to the United States National Bank in accordance with the provisions of the assignment.

Very truly yours,

Secretary

HBG:AM

cc - Carl Smith

REFERRED TO
BY SECRETARY

NOTED
D. G. DeSart

RECEIVED
OCT 10 [illegible]
FOR FILING

[illegible] 68-A-1

MID-COLUMBIA SAND & GRAVEL
Crushed Rock - Excavating - Contracting
Office and yard, two miles east on Columbia River Highway
THE DALLES, OREGON

Telephone 3323

Wm. N. DIELSCHNEIDER

October 7, 1940

Mr. H.B. Glaisyer, Secretary
Oregon State Highway Commission
Salem, Oregon

Dear Mr. Glaisyer:

On September 26th, I requested the United States Fidelity and Guaranty Co. to consent to the assignment of estimate No. 4 on our contract No. 2290, for furnishing crushed materials in stock piles, on the Seufert-Dufur Section of the Dalles-California Highway, in the approximate amount of $2,150.00, to the United States National Bank, The Dalles, Oregon, Branch.

Untill I received a carbon copy of your September 28th reply to their consent of assignment, I did not realize that I had never furnished you with a properly executed assignment on this contract.

With all due apologies for the extra trouble I have caused yourself and Mr. Weiss, it now appears that I will be able to get by without this assignment, providing it is convenient for you to check up and determine wether I can expect sometime this week the check for estimate No. 4 on contract No. 2290 in the approximate amount of $2,150.00 and also the semi-final check on contract No. 2296 in the approximate amount of $4,760.00.

If these checks, which are for work completed in July and August; are not going to be mailed out this week, then you had better send me your standard assignment form in quadriplicate, so that I can complete the assignment in question on contract No. 2290.

Very truly yours,

Wm N. Dielschneider

2296

Mr. Dielschneider called at my office on Tuesday afternoon, October 8, in regard to this matter and all misunderstandings were clarified. The warrant for Estimate No. 4, Contract No. 2290, was delivered to him in person at that time and arrangements were made for delivery of the warrant covering Estimate No. 4, Contract No. 2296, on the following day.

ANSWERED
H. B. GLAISYER

October 7, 1940

Mr. R. W. Weiss, Supt.,
Surety Department,
United States Fidelity &
Guaranty Co.,
1112 Bedell Building
Portland, Oregon

Dear Mr. Weiss:

I find on my desk upon my return from a trip in Eastern Oregon with the State Highway Commission your letter of October 3 with regard to Mid-Columbia Sand & Gravel Company's contracts Nos. 2290 and 2296.

There appears to be a slight misunderstanding as to the assignments. We have a blanket assignment from the Mid-Columbia Sand & Gravel Company assigning to the United States National Bank, The Dalles, Oregon Branch, all monies due or to become due them in connection with their contract for the grading and surfacing of the South Unit of Fulton Canyon Section of Fulton Canyon-Wasco County Road, Contract No. 2296. You have previously written us that you would not consent to the blanket assignment but would consent to individual monthly estimates under certain conditions. Several payments have been made under this contract assigned to the Bank but before releasing the warrants to the Bank we secured from you in each instance a letter consenting to the assignment. We understand perfectly that you do not wish to consent to the blanket assignment. Estimate No. 4 under this contract which, I might say, is the semi-final payment in the amount of $4,761.40, is now ready for payment. The only thing that we lack is your consent to the assignment to the bank. We are holding up the payment pending receipt of this consent. I would appreciate information from you as soon as possible whether or not it is your intention to give your consent to the assignment of this particular estimate.

Now as to contract No. 2290, which covers the furnishing of crushed rock, in stock piles, for the Seufert-Dufur Section of The Dalles-California Highway, in Wasco County, we have your letter of September 26, 1940, consenting to the assignment of Estimate No. 4 on this contract, in the amount of approximately $2150.00, to the United States National Bank, The Dalles, Oregon, branch. As stated to you in my previous letter, dated September 28, we have not as yet received the assignment from the Mid-Columbia Sand & Gravel Company but will be pleased to honor the same when submitted, if in proper form. This payment is ready to be made as soon as we receive the assignment.

Thanking you for your letter, and assuring you that it has never been our intention and it is not now our intention to honor any blanket assignment in connection with either of the above-mentioned contracts without your consent to the same, I remain

Very truly yours,

Secretary

HBG:MC

cc - Carl F. Smith

UNITED STATES FIDELITY AND GUARANTY COMPANY
PORTLAND OFFICE
1112 BEDELL BUILDING, PORTLAND, OREGON
TELEPHONE: ATWATER 8511

MORRISON K. SPROTT
Manager

JOSEPH A. BOYCE
Superintendent of Claims

October 3, 1940

Re: Oregon State Highway
Contracts Nos.2290
and 2296.

Mr. H. B. Glaisyer, Secretary
Oregon State Highway Commission
Salem, Oregon

Dear Mr. Glaisyer:

We refer to your letter of September 28, relative to the above, particularly the second paragraph of said letter. Upon referring to your letter, we find your statement to the effect that you have a blanket assignment of all monies on Contract No. 2296, that is, the contract of the Mid-Columbia Sand & Gravel Company for grading and surfacing the South Unit of the Fulton Canyon Section of the Fulton Canyon-Wasco County Road.

We have to advise, Mr. Glaisyer, that this Company as surety has never given a blanket assignment of all monies, and in this connection refer you to our letter of April 23 and your reply of April 24. So far as Contract No. 2296 is concerned, it is our desire to consent to the assignment of but one estimate at a time.

When writing to you under date of September 26, it was our desire to consent to the assignment of Estimate No. 4 in the amount of approximately $2150, which estimate was earned on Contract No. 2290; that is, the Seufert-Dufur Section of The Dalles-California Highway in Wasco County. It is the desire of the Mid-Columbia Sand & Gravel Company to assign this money to the United States National Bank, The Dalles, Oregon, Branch, and inasmuch as you furnished the contractor with a copy of your letter of September 28, addressed to us, we are of the opinion that Mr. Dielschneider has since furnished you with the assignment.

We would be pleased to hear from you further regarding Contract No. 2296.

Very truly yours,

Supt. Surety Dept.

RCW/k

ANSWERED
H. B. GLAISYER

September 28, 1940

U. S. Fidelity & Guaranty Co.
Bedell Building
Portland, Oregon.

Gentlemen: Attention Raymond C. Weiss

This will acknowledge receipt of your letter of September 26, consenting to the assignment of estimate No. 4, on the Mid-Columbia Sand & Gravel Company's contract, No. 2290, for furnishing crushed materials in stock piles, on the Seufert-Dufur Section of the Dalles-Callifornia Highway, in the approximate amount of $2,150.00, to the United States National Bank, The Dalles, Oregon, Branch.

We have no assignment of any monies on this contract. However, we have a blanket assignment of all monies on their contract No. 2296, for grading and surfacing the South Unit of the Fulton Canyon Section, of the Fulton Canyon-Wasco County Road.

It is possible that you may have intended to consent to an assignment on this latter contract. However, if the contractor wishes to assign any money on contract No. 2290 and will furnish us with an assignment, we will be pleased to honor it.

Yours very truly,

OREGON STATE HIGHWAY COMMISSION

By:

Secretary

DGD:RS

cc - Mid Columbia Sand & Gravel Co.
The Dalles, Oregon

Call Wick

RECEIVED
27 1940

UARANTY COMPANY
E
AND, OREGON
1
0

JOSEPH A. BOYCE
Superintendent of Claims

Re: 58828-12-140-40
The Dalles-Calif.Highway
in Wasco County,Seufert-
Dufur Section.Contract 2290.

Mr. H. B. Glaisyer, Secretary
Oregon State Highway Commission
Salem, Oregon

Dear Mr. Glaisyer:

We, as surety on the bond of William N. Dielschneider, doing business as Mid-Columbia Sand & Gravel Company in connection with the above captioned contract, hereby consent to the assignment of estimate No. 4 in the amount of approximately $2150.00 to the United States National Bank, The Dalles, Oregon, Branch.

Very truly yours,

UNITED STATES FIDELITY
AND GUARANTY COMPANY

By Raymond C. Weiss
Attorney-in-Fact

RCW/k

UNITED STATES FIDELITY AND GUARANTY COMPANY
PORTLAND OFFICE
1112 BEDELL BUILDING, PORTLAND, OREGON
TELEPHONE: ATWATER 8511

MORRISON K. SPROTT
Manager

JOSEPH A. BOYCE
Superintendent of Claims

RECEIVED
SEP 27 1940
STATE HIGHWAY COMMISSION

September 26, 1940

Re: 58828-12-140-40
The Dalles-Calif.Highway
in Wasco County,Seufert-
Dufur Section.Contract 2290.

Mr. H. B. Glaisyer, Secretary
Oregon State Highway Commission
Salem, Oregon

Dear Mr. Glaisyer:

We, as surety on the bond of William N. Dielschneider, doing business as Mid-Columbia Sand & Gravel Company in connection with the above captioned contract, hereby consent to the assignment of estimate No. 4 in the amount of approximately $2150.00 to the United States National Bank, The Dalles, Oregon, Branch.

Very truly yours,

UNITED STATES FIDELITY
AND GUARANTY COMPANY

By Raymond C. Weiss
Attorney-in-Fact

RCW/k

RECEIVED
SEP 11 1940
FOR FILING

FSC 61-R-1

September 11, 1940

U. S. FIDELITY & GUARANTY CO.
M. K. Sprott, Local Agent
Bedell Building
Portland, Oregon

Gentlemen:

You are advised that it is the intention of the State Highway Commission to make semi-final payment to Mid-Columbia Sand & Gravel Company on Contract No. 2296 - South Unit, Fulton Canyon Section of the Fulton Canyon-Wasco County Road, in Sherman County. This payment will be made on or after September 21, 1940.

Very truly yours,

STATE HIGHWAY COMMISSION
By

Secretary

DGD:MB:

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SEP 12 1940
FOR FILING

FAS 68-A-1

September 11, 1940

U. S. FIDELITY & GUARANTY COMPANY
M. E. Sprott, Local Agent
Bedell Building
Portland, Oregon

Gentlemen:

This will acknowledge receipt of and thank you for your letter of September 10, consenting to the assignment of Estimate No. 4 on Contract No. 2296 with the Mid-Columbia Sand and Gravel Company to The Dalles Branch of the United States National Bank.

We find that the exact amount of this semi-final Estimate No. 4 is $4,761.40.

Very truly yours,

STATE HIGHWAY COMMISSION
By

Secretary

DOD:MEL

cc - Carl Smith

COMMISSIONERS
HENRY F. CABELL, CHAI[illegible]
E. B. ALDRICH, PENDLETON
HURON W. CLOUGH, CA[illegible]VILLE

H. B. GLAISYER, SECRETARY

RECEIVED
SEP 12 1940
FOR FILING

DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
District No. [illegible]

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM
C. B. McCULLOUGH
ASSISTANT STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION

SALEM

FAS 68-A-1

September 11, 1940

IN REPLY PLEASE
REFER TO FILE NO.

Mid-Columbia Sand & Gravel
The Dalles, Oregon

Gentlemen:

I am attaching, for your signature before a notary public, a voucher for $4,761.40 covering estimate No. 4 semi-final on contract No. 2296. We presume that you intend to assign this estimate as you have on previous payments and if so, you should sign the assignment form attached to the voucher.

On this estimate it will then be necessary to secure the written consent of the surety company, both as to the assignment and as to the release of contractor's percentage on the semi-final voucher.

Very truly yours,

R.H. BALDOCK
State Highway Engineer

By Carl F. Smith
Accounting Division

CFS:EB
Encl. REFERRED TO
cc D. G. DeSart
BY SECRETARY

NOTED
D. G. DeSart

FAS 68-A 1

RECEIVED
SEP 5 1940
FOR

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No.

IN YOUR REPLY PLEASE
REFER TO FILE No.______

POST OFFICE BUILDING
PORTLAND, OREGON

Stencil No. 8.

September 7, 1940

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

Final inspection of Oregon Federal Aid Secondary Project No. FAS 68-A (1), S. Unit, Fulton Canyon Section of the Fulton Canyon - Wasco Road, was made by a representative of this office on August 26, 1940. Prompt submission of the final voucher will be appreciated.

Very truly yours,

W. H. LYNCH
District Engineer

By L. J. Caufield
L. J. Caufield
Sr. Highway Engineer

Ewn

Form E-1—5M—9-39

FA: 68-A-1

OREGON STATE HIGHWAY COMMISSION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending August 10, 1940

Section Fulton Canyon

Kind of work Grading-Surfacing

Highway Fulton Canyon-Wasco County Road

Section prefix 228-1005

Contractor Mid Col Sand and Gravel Co

Contract number 2296

Date of contract March 21, 1940

Date of completion July 31, 1940

Date work started Apr 2, 1940

Estimated date of completion August 10 1940

Amount of contract $ 17,991.10

Per cent of time elapsed 100 %

Estimated cost of completed project, exclusive of engineering $ 17,991.10

Per cent of contract completed, based on total contract price 100 %

Engineering cost to date, $ 1480.00, %

Date project was completed August 10, 1940

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

This Section was finished on July 10th at 12 oclock noon.

This is the final report on this project.

Signed

Address The Dalles

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project	1.6	1.6			
Miles partially completed	1.6	1.6			
Miles completed	1.6	1.6			
Total estimated quantities	11,100	4500			
Estimated quantities moved or placed to date	10,750	4329			
Average daily quantities		0			
Average daily quantities necessary to complete project on time		0			
Number shifts per day	1	0			
Hours per shift	7				
Average force on project for week	3				

Percentages of men employed on contract to be secured from:

.... County, ...%; .... County, ...%; .... County, ...%; .... County, ...%

	NUMBER USED AND SECURED FROM					CONTRACTOR'S KEY MEN, ETC.	TOTAL
	COUNTY	COUNTY	COUNTY	COUNTY	OTHER SOURCES		
Men							
Men and teams							
Men and trucks under 3 tons							
Men and trucks over 3 tons							
Men and tractors							

Equipment used during week: Shovels ...., Power graders ...., Rollers ...., Mixers ...., Crushing or screening plants ....,

Compressors ...., Bulldozers ...., Sheet-foot rollers ...., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday	Fair		
Monday	"		
Tuesday	"		
Wednesday	"		
Thursday	"		
Friday	"		
Saturday	"		

STATE PRINTING DEPT.

RECEIVED
AUG 7 1940
FOR FILING

FAS-68-A-1

August 3, 1940

United States Fidelity & Guaranty Co.
1112 Bedell Building
Portland, Oregon

Attention: Raymond C. Weiss, Attorney-in-Fact

Gentlemen:

I wish to acknowledge receipt of your letter of August 1 consenting to the assignment by the Mid-Columbia Sand & Gravel Company of the proceeds of Estimate #3 in connection with state highway contract No. 2296 covering the grading, etc., of the South Unit, Fulton Canyon Section of the Fulton Canyon-Wasco County Road, in Sherman County.

I wish to thank you for your letter which I am bringing to the attention of the Auditor for his information in the preparation of the estimate voucher.

Very truly yours,

HBG:AM

Secretary

cc - Carl Smith

REFERRED TO [illegible]
BY SECRETARY

record on card

NOTED
D. G. DeSart

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PO
E. B. ALDRICH, PENDLETON
HURON W. CLOUGH, CANYONVIL

H. B. GLAISYER, SECRETARY

RECEIVED
AUG 7 1940
FOR FILING

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM
C. B. McCULLOUGH
ASSISTANT STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

FAS 68-A-6

July 20, 1940

IN REPLY PLEASE
REFER TO FILE NO.

Mid-Columbia Sand & Gravel Company
The Dalles, Oregon

Gentlemen:

I am attaching for your signature before a notary public an estimate voucher for $2,868.85 covering estimate 3, contract No. 2296.

You will note that we have written the voucher as assigned to the U. S. National Bank of Portland, The Dalles Branch, as you have assigned the previous estimates on this contract. We have also attached for your signature before a witness an assignment of claim form in case you do wish to assign this estimate.

If you do not care to assign this estimate, please advise when returning the signed voucher, but if you do assign it, please note that the written consent of the surety company will be necessary before the assignment can be honored.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By Carl F. Smith
Accounting Division

CFS:EB
Encl.
cc H. B. Glaisyer, ✓
Attn: Del DeSart

REFERRED TO
DeSart
BY SECRETARY

NOTED
D. G. DeSart

RECEIVED
AUG 1 8 1940
FOR FILING
FAS 68-A-1

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

POST OFFICE BUILDING
PORTLAND, OREGON

IN YOUR REPLY PLEASE
REFER TO FILE NO.

Stencil No. 124

Ore. FAS 68-A (1)
S. Unit, Fulton Canyon Sec.
Fulton Canyon-Wasco Co. Road

July 15, 1940

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

We are forwarding herewith, for your files, an executed copy of the ____________________ project agreement and certificate for the above numbered project.

Very truly yours,

W. H. LYNCH
District Engineer

By L. J. Caufield
L. J. Caufield
Sr. Highway Engineer

Encls.

Ton

wa4pr-6208

Form P. R. 2

State Oregon

Federal Aid Secondary

Project No. FAS 69-A(1)

PROJECT AGREEMENT

MEMORANDUM OF AGREEMENT made this 7th day of June, 1940 by and between the Oregon State Highway Commission, constituting for the purpose hereof, the Highway Department of the State of Oregon hereinafter called the Highway Department, and the Federal Works Administrator, hereinafter called the Administrator, under and pursuant to the provisions of the act of Congress approved July 11, 1916 (39 Stat., 355), entitled "An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes," and of the act approved November 9, 1921 (42 Stat., 212), entitled "An Act to amend the Act entitled 'An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes,' approved July 11, 1916, as amended and supplemented, and for other purposes," and acts amendatory thereof or supplementary thereto, particularly Section 7 of the Act approved June 16, 1936, 49 Stat. 1521 (Public No. 686, 74th Congress):

Whereas the Highway Department of said State submitted on the 14th day of December, 1939, a project statement, which was approved on the 23rd day of January, 1940, for the proposed construction of a project consisting of the road hereinafter described; and

Whereas the Highway Department, in accordance with the rules and regulations promulgated for the administration of the Federal Highway Act, has furnished surveys, plans, specifications, and estimates for Section A(1) of said project which were recommended for approval by the District Engineer of the Public Roads Administration on the 6th day of March 1940; and

Whereas the Administrator has certified to the Secretary of the Treasury his approval of said surveys, plans, specifications, and estimates, and the sum of Twelve thousand, eighty and 69/100 dollars ($12,080.69) as the share of the United States payable under said act on account of Section A(1) of said project, which does not exceed the authorized Federal pro rata share of the approved total estimated cost thereof:

Now, therefore, in consideration of the premises and of the several promises to be faithfully performed by each, as hereinafter set forth, the Highway Department and the Administrator do hereby mutually agree as follows:

16—11370

FUNDS AT THE DISPOSAL OF THE HIGHWAY DEPARTMENT

ARTICLE I. Funds for the use of the Highway Department in the construction of said project have been made available in the following manner, to wit:

(*a*) By the State from Chap. 175, laws 1917; Chap. 31, laws 1920; Chap. [illegible], laws 1939.
(Include date and citation of act of legislature by which authorized)

(*b*) From other sources
(State how placed under direct control of Highway Department)

ROAD EMBRACED IN PROJECT

ARTICLE II. This agreement covers the following highway as described in detail in said surveys, plans, and specifications:

Between survey station 0+00 in the SW 1/4 of Section 19, T. 2 N., R. 16 E., W.M., and survey station 86+00 in the NW 1/4 of Section 32, T. 2 N., R. 16 E., W.M.,

, length 1.619 miles, in Sherman County, being Section A(1) of Oregon Federal Aid Secondary project No. FAS 62, consisting of 1.611 miles of roadway and 2 bridges, each of more than 20 feet clear span, 0.008 of a mile in length.

CHARACTER AND METHOD OF CONSTRUCTION

ARTICLE III. The Highway Department will construct or cause to be constructed to final completion said project, in strict compliance with said plans and specifications, which are made a part hereof, under its direct supervision, which shall include adequate inspection throughout the course of construction, subject at all times to inspection and approval by the Administrator or his agents, and in accordance with the laws of said State, the rules and regulations of the Administrator, and the following conditions:

(*a*) It is agreed that the construction work on the project shall be performed by contract, unless the performance thereof by force account shall be approved by the Administrator or his authorized representatives. Such construction work as may be performed by force account shall be paid for on the basis of the units of work performed at the unit prices set forth in the estimate as approved by the Administrator, except that where the total actual cost is ascertained to be less than the estimate so approved the total Federal payments shall not exceed the Federal pro rata share of such total actual cost.

UNITED STATES PRO RATA SHARE OF THE COST OF SAID PROJECT

ARTICLE IV. The United States pro rata share of the value of the labor and materials which shall be actually put into the construction of Section A(1) of said project shall not in any event exceed the sum of Twelve thousand, eighty and 00/100 dollars ($12,080.00), certified to the Secretary of the Treasury as above mentioned, which does not exceed the authorized Federal pro rata share of Nineteen thousand, seven hundred ninety and 21/100 dollars ($19,790.21), the approved total estimated cost of Section A(1) of said project.

PAYMENTS

ARTICLE V. As the construction of said project progresses, the Administrator shall from time to time draw warrants on the Secretary of the Treasury for the payment to the State Treasurer

(Official or depository)

hereby designated by the Highway Department for that purpose and authorized under the laws of said State to receive public funds of the State of Oregon
(Name)
of such sums as shall not, together with previous payments, exceed the United States pro rata share, as above specified, of the value, as determined by the Administrator after inspection and approval, of the labor and materials which have actually been put into said construction work in compliance with the requirements of Article III hereof.

The Administrator reserves the right to withhold such sum as he may deem necessary to insure completion of construction in compliance with said plans and specifications.

MAINTENANCE OF PROJECT

ARTICLE VI. The Highway Department will maintain said project in compliance with said acts of July 11, 1916, and November 9, 1921, out of funds which have been or will be made available therefor by said State in the manner herein set forth, to wit: Chap. 329, laws 1939.
(Include reference to statute authorizing funds and probable amount annually available)

The Highway Department will use every means within its power to insure proper and permanent maintenance of said project, and to that end will provide for the constant making of needed repairs to preserve a smooth-surfaced highway.

Showing of authority of the Highway Department to execute agreements will be found in the agreement for project No. 113

In witness whereof the parties have hereunto affixed their signatures, the Highway Department on the day and year first above written and the Administrator on the ______ day of JUN 29 1940, 19__

OREGON STATE HIGHWAY COMMISSION
(Official title of Highway Department)

By Henry F. Cabell
Chairman, State Highway Commission
(Title of officer)

By ______
Member, State Highway Commission
(Title of officer)

By ______
Member, State Highway Commission
(Title of officer)

By ______
______
(Title of officer)

By ______
______
(Title of officer)

FEDERAL WORKS ADMINISTRATOR,

By H. J. O'Leary
Acting Commissioner of Public Roads.

U. S. GOVERNMENT PRINTING OFFICE 16—11379

Form PR. 3—Revised

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION

CERTIFICATE OF APPROVAL OF PLANS, SPECIFICATIONS, AND ESTIMATES

(Under "An Act to provide that the United States shall aid the States in the construction of rural roads, and for other purposes," approved ***July 11, 1916****, and acts amendatory thereof and supplementary thereto.)*

To

THE SECRETARY OF THE TREASURY, AND

THE STATE HIGHWAY DEPARTMENT OF THE STATE OF Oregon

Pursuant to the acts above cited, I hereby certify—

FIRST. That in accordance with the provisions of said acts, I have approved the plans, specifications, and estimates submitted by the State Highway Department of the State of Oregon for the construction of a highway designated in the records of this Agency as Federal Aid Secondary Project No. FAS 68-A(1) State of Oregon

SECOND. That in accordance with said provisions I have approved the sum of $ 19,790.21 as the total estimated cost of said project, and the sum of $ 12,000.00 as the share of the United States, payable under said acts on account of such project, which does not exceed the authorized Federal pro rata share of said total estimated cost.

Done at the city of Washington, this _____ day of JUN 29 1940

one thousand nine hundred and _____

FEDERAL WORKS ADMINISTRATOR,

By H. J. O'Leary
Acting Commissioner of Public Roads.

U. S. GOVERNMENT PRINTING OFFICE 10—10130

RECEIVED
JUN 27 1940
FOR FILING

FAS-68-A-1

June 27, 1940

UNITED STATES FIDELITY & GUARANTY COMPANY
M. K. Sprott, Local Agent
Bedell Building
Portland, Oregon

Gentlemen:

This will acknowledge receipt of your letter of June 25 consenting to the assignment of Estimate No. 2 on the Mid-Columbia Sand & Gravel Company's contract, No. 2296, to the United States National Bank of The Dalles.

We are handing a copy of this assignment to our Auditing Department, with instructions to make payment in accordance therewith.

Very truly yours,

STATE HIGHWAY COMMISSION
By

Secretary

DGD:MHL

cc - Carl Smith, Auditor

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION

POST OFFICE BUILDING
PORTLAND, OREGON

(Stencil #28)

IN YOUR REPLY PLEASE
REFER TO FILE NO. Oregon FAS 68-A (1)
South Unit, Fulton Canyon Sec.
Fulton Canyon-Wasco Road

May 25, 1940

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

We are forwarding herewith two copies of proposed project agreement for signature and return to this office.

Enclosed is an approved copy of the detail estimate, upon which the agreement was based, together with approved copy of specifications.

Very truly yours,

W. H. LYNCH
District Engineer

By T. M. Davis
T. M. Davis
Sr. Highway Engineer

Form E-1—6M—6-39

FRS 68-A-1

OREGON STATE HIGHWAY COMMISSION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending June 1, 1940

Section Fulton Canyon

Kind of work Grading-Surfacing

Highway Fulton Canyon-Wasco Co Road

Section prefix 228-1005

Contractor Mid-Columbia Sand and Gravel Co

Contract number 2296

Date of contract March 21, 1940

Date of completion July 31, 1940

Date work started April 2, 1940

Estimated date of completion " " 19"

Amount of contract $ 17,991.10

Per cent of time elapsed 57 %

Estimated cost of completed project, exclusive of engineering $ 17,991.10

Per cent of contract completed, based on total contract price 40 %

Engineering cost to date, $ 950.00, %

Date project was completed , 19

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

COntractor working small shovel, two trucks and eight men on grading on this section, working one eight hour shift, alee has one man erecting hand placed slope.

Mid-State Contracting Co who have the sub-sub contract for the culverts finished pouring concrete on Wednesday May the 29th, there are now engaged in stripping forms and wsaing, polishing and painting exposed surfaces.

Making good progress on this Section except on hand placed slope, this work is dragging.

NOTED
RAY WEBBER

JUN 3 1940

Signed

Address

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file

ON

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project	1.6				
Miles partially completed	1.0				
Miles completed	0				
Total estimated quantities	11,500				
Estimated quantities moved or placed to date	4,200				
Average daily quantities	200				
Average daily quantities necessary to complete project on time	200				
Number shifts per day	1				
Hours per shift	8				
Average force on project for week	16				

Percentages of men employed on contract to be secured from:

.... County, ...%; .... County, ...%; .... County, ...%; .... County, ...%

	NUMBER USED AND SECURED FROM					CONTRACTOR'S KEY MEN, ETC.	TOTAL
	COUNTY	COUNTY	COUNTY	COUNTY	OTHER SOURCES		
Men							
Men and teams							
Men and trucks under 3 tons							
Men and trucks over 3 tons							
Men and tractors							

Equipment used during week: Shovels ...., Power graders ...., Rollers ...., Mixers ...., Crushing or screening plants ....,

Compressors ...., Bulldozers ...., Sheet-foot rollers ...., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday	Fair		
Monday	"		
Tuesday	"		
Wednesday	"		
Thursday	Cloudy		
Friday	Rain		
Saturday	Showers		

STATE PRINTING DEPT.

Form E-1—5M—6-39

OREGON STATE HIGHWAY COMMISSION

FAS 68-A-1

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending May 25, 1940

Section Fulton Canyon

Kind of work Grading-Surfacing

Highway Sherman County Road

Section prefix 228-1005

Contractor Mid-Columbia Sand and Gravel

Contract number 2296

Date of contract March 21, 1940

Date of completion July 31, 1940

Date work started April 2, 1940

Estimated date of completion .. .., 19..

Amount of contract $ 17,991.10

Per cent of time elapsed 50 %

Estimated cost of completed project, exclusive of engineering $ 17,991.10

Per cent of contract completed, based on total contract price 30 %

Engineering cost to date, $ 875.00, %

Date project was completed , 19

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

The contractor is working one eight hour shift with one bull dozer and one ½ yard shovel and eight men.

Bridge crew is working as follows, on May 20th poured footings, culvert sta 65 + 50, May 23 poured slab sta 53 + 50 and on the 25th poured walls culvert at sta 65 + 50.

County road crew moving fences sta 55 to 86

NOTED
RAY WEBBER

Signed Jack
Address Wheeler

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project	1.6				
Miles partially completed	.5				
Miles completed	0				
Total estimated quantities	11,500				
Estimated quantities moved or placed to date	3,000				
Average daily quantities	150				
Average daily quantities necessary to complete project on time	200				
Number shifts per day	1				
Hours per shift	8				
Average force on project for week	16				

Percentages of men employed on contract to be secured from:

.... County, ...%; .... County, ...%; .... County, ...%; .... County, ...%

	NUMBER USED AND SECURED FROM					CONTRACTOR'S KEY MEN, ETC.	TOTAL
	COUNTY	COUNTY	COUNTY	COUNTY	OTHER SOURCES		
Men							
Men and teams							
Men and trucks under 3 tons							
Men and trucks over 3 tons							
Men and tractors							

Equipment used during week: Shovels ...., Power graders ...., Rollers ...., Mixers ...., Crushing or screening plants ....,

Compressors ...., Bulldozers ...., Sheet-foot rollers ...., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday	Fair		
Monday	"		
Tuesday	"		
Wednesday	"		
Thursday	"		
Friday	"		
Saturday	"		

STATE PRINTING DEPT.

Form E-1—3M—9-39

7128-G-1

✓

OREGON STATE HIGHWAY COMMISSION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending May 18, 1940

Section	Fulton Canyon	*Kind of work*	Grading-Surfacing
Highway	Sherman County Road	*Section prefix*	228-1005
Contractor	Mid-Col Sand and Gravel Co	*Contract number*	2296
Date of contract	March 21, 1940	*Date of completion*	July 13, 1940
Date work started	April 2, 1940	*Estimated date of completion*	.. .., 1940
Amount of contract	$17,991.10	*Per cent of time elapsed*	45 %

Estimated cost of completed project, exclusive of engineering $17,991.10

Per cent of contract completed, based on total contract price 25%

Engineering cost to date, $775.00, %

Date project was completed , 19

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

The contractor is operating a bull dozer and also has a small shovel on job working part time, has one man drilling and shooting.

Bridge at sta 38 is finished and footings and walls poured on culvert at sta 53.

Mr Stoddard, Inspector for the Public Works Administration was over this section on an inspection trip on Monday May 13th.

RECEIVED MAY 20 1940

NOTED RAY WEBBER

NOTED VAN SCOY

Signed

Address

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project	1.6				
Miles partially completed	0				
Miles completed	0				
Total estimated quantities	11,500				
Estimated quantities moved or placed to date	2000				
Average daily quantities	100				
Average daily quantities necessary to complete project on time	200				
Number shifts per day	1				
Hours per shift	8				
Average force on project for week	11				

Percentages of men employed on contract to be secured from:

.... County, ...%; .... County, ...%; .... County, ...%; .... County, ...%

	NUMBER USED AND SECURED FROM					CONTRACTOR'S KEY MEN, ETC.	TOTAL
	COUNTY	COUNTY	COUNTY	COUNTY	OTHER SOURCES		
Men							
Men and teams							
Men and trucks under 3 tons							
Men and trucks over 3 tons							
Men and tractors							

Equipment used during week: Shovels 1, Power graders ...., Rollers ...., Mixers 1, Crushing or screening plants ....,

Compressors 1, Bulldozers 1, Sheet-foot rollers ...., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday	Fair		
Monday	"		
Tuesday	"		
Wednesday	"		
Thursday	"		
Friday	"		
Saturday	"		

STATE PRINTING DEPT.

Form E-1-6M-6-39

FAS 68-A-1

✓

OREGON STATE HIGHWAY COMMISSION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending May 11, 1940

Section Fulton Canyon

Kind of work Grading-Surfacing

Highway Sherman County Road

Section prefix 228-1005

Contractor Mid Col Sand & Gravel Co

Contract number 2296

Date of contract March 21, 19 40

Date of completion July 31, 19 40

Date work started April 2, 19 40

Estimated date of completion .. , 19 40

Amount of contract $ 17,991.10

Per cent of time elapsed 39 %

Estimated cost of completed project, exclusive of engineering $ 17,991.10

Per cent of contract completed, based on total contract price 25 %

Engineering cost to date, $ 750.00, %

Date project was completed , 19

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

The Contractor has a bull dozer working in channel changes, has one man drilling, Bridge at sta 38 + 31 finished except wings, Bridge erecting forms on culvert sta 53 + 60, Survey crew finished cross sections on Friday May 10th

NOTED
[illegible] HACKETT

NOTED MAY [illegible]

NOTED [illegible]

Signed

Address Wasco

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project	1.6				
Miles partially completed	0				
Miles completed	0				
Total estimated quantities	11,500				
Estimated quantities moved or placed to date	1,500				
Average daily quantities	200				
Average daily quantities necessary to complete project on time	200				
Number shifts per day	1				
Hours per shift	8				
Average force on project for week	10				

Percentages of men employed on contract to be secured from:

.... County, ...%; .... County, ...%; .... County, ...%; .... County, ...%

	NUMBER USED AND SECURED FROM					CONTRACTOR'S KEY MEN, ETC.	TOTAL
	COUNTY	COUNTY	COUNTY	COUNTY	OTHER SOURCES		
Men							
Men and teams							
Men and trucks under 3 tons							
Men and trucks over 3 tons							
Men and tractors							

Equipment used during week: Shovels ...., Power graders ...., Rollers ...., Mixers ...., Crushing or screening plants ....,

Compressors ...., Bulldozers ...., Sheet-foot rollers ...., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday	Cloudy		
Monday	Fair		
Tuesday	"		
Wednesday	"		
Thursday	"		
Friday	"		
Saturday	"		

STATE PRINTING DEPT.

Form E-1—5M—9-39

FAS 68-A-1

OREGON STATE HIGHWAY COMMISSION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending May 4, 1940

Section Fulton Canyon

Kind of work Grading-Surfacing

Highway Sherman County Road

Section prefix 228-1005

Contractor Mid Col Sand and Gravel Co

Contract number 2296

Date of contract March 21, 1940

Date of completion July 31, 1940

Date work started April 2, 1940

Estimated date of completion .., 19..

Amount of contract $ 17,991.10

Per cent of time elapsed 34 %

Estimated cost of completed project, exclusive of engineering $ 17,991.10

Per cent of contract completed, based on total contract price 15 %

Engineering cost to date, $ 600.00, %

Date project was completed , 19

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

The Contractor has twin box culvert at sta 38 about 85% finished, has footings poured for twin culvert sta 52, is drilling and placed a small gas shovel on channel changes on Tuesday April 30th.

Mr.Stoddabd of the Bureau of Public Roads over thisvSection on Tuesday April 30th.

NOTED
RAY WEBBER

NOTED
H. W. LIBBEY

NOTED
VAN SCOY

Signed

Address

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project	1.6				
Miles partially completed	0				
Miles completed	0				
Total estimated quantities	11,500				
Estimated quantities moved or placed to date	300				
Average daily quantities	50				
Average daily quantities necessary to complete project on time	150				
Number shifts per day	1				
Hours per shift	8				
Average force on project for week	12				

Percentages of men employed on contract to be secured from:

.... County, ...%; .... County, ...%; .... County, ...%; .... County, ...%

	NUMBER USED AND SECURED FROM					CONTRACTOR'S KEY MEN, ETC.	TOTAL
	COUNTY	COUNTY	COUNTY	COUNTY	OTHER SOURCES		
Men							
Men and teams							
Men and trucks under 3 tons							
Men and trucks over 3 tons							
Men and tractors							

Equipment used during week: Shovels ...., Power graders ...., Rollers ...., Mixers ...., Crushing or screening plants ....,

Compressors ...., Bulldozers ...., Sheet-foot rollers ...., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday	Showers		
Monday	Fair		
Tuesday	Rain		
Wednesday	Cloudy		
Thursday	Fair		
Friday	"		
Saturday	Cloudy		

STATE PRINTING DEPT.

Form E-1—5M—9-39

OREGON STATE HIGHWAY COMMISSION
FIELD ENGINEER'S WEEKLY REPORT
FOR CONSTRUCTION PROJECTS ONLY

FAS 68-A-1

For Week Ending April 27, 19 40

Section Fulton Canyon
Kind of work Grading-Surfacing
Highway Sherman County Road
Section prefix 228-1005
Contractor Mid-Columbia Sand and Gravel
Contract number 2296
Date of contract March 21, 19 40
Date of completion July 31, 19 40
Date work started April 2, 19 40
Estimated date of completion .., 19 ..
Amount of contract $ 17,991.10
Per cent of time elapsed 29 %
Estimated cost of completed project, exclusive of engineering $ 17,991.10
Per cent of contract completed, based on total contract price 8 %
Engineering cost to date, $ 500.00, %
Date project was completed , 19

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

The Contractor is drilling and shooting with one man, has an average of 12 men excavating and erecting for culverts.

Expects to start some grading about May 1st.

NOTED
RAY WEBBER

Signed
Address The Dalles

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project	1.6				
Miles partially completed	0				
Miles completed	0				
Total estimated quantities	11,500				
Estimated quantities moved or placed to date	300				
Average daily quantities	50				
Average daily quantities necessary to complete project on time	150				
Number shifts per day	1				
Hours per shift	8				
Average force on project for week	18				

Percentages of men employed on contract to be secured from:

.... County, ...%; .... County, ...%; .... County, ...%; .... County, ...%

	NUMBER USED AND SECURED FROM					CONTRACTOR'S KEY MEN, ETC.	TOTAL
	COUNTY	COUNTY	COUNTY	COUNTY	OTHER SOURCES		
Men							
Men and teams							
Men and trucks under 3 tons							
Men and trucks over 3 tons							
Men and tractors							

Equipment used during week: Shovels ...., Power graders ...., Rollers ...., Mixers ...., Crushing or screening plants ....,

Compressors ...., Bulldozers ...., Sheet-foot rollers ...., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday	Fair		
Monday	..		
Tuesday	Cloudy		
Wednesday	Fair		
Thursday	..		
Friday	..		
Saturday	.1		

STATE PRINTING DEPT.

#2296

RECORDED
APR 26 [illegible]
FOR FILING

FAS 68-A-1

April 24, 1940

Mr. Raymond C. Weiss, Superintendent
Surety Department
United States Fidelity and Guaranty Company
1112 Bedell Building
Portland, Oregon

Dear Mr. Weiss:

I just received your letter of April 23, in regard to the assignment given by the Mid-Columbia Sand and Gravel Company to the U. S. National Bank of Portland, The Dalles Branch. In view thereof, we will accept your consent to the assignment of Estimate No. 1, on Contract No. 2296, under discussion. In the event that the estimate exceeds the $6,000.00 approximate amount by a considerable sum, we will advise you before making payment, in conformance with the provisions of the assignment. If the overrun is a nominal amount, we will make the payment direct, without further notifying you.

Thanking you for your letter, I remain,

Very truly yours,

Secretary

HEG:C:E

cc Mr. Carl Smith

UNITED STATES FIDELITY AND GUARANTY COMPANY
PORTLAND OFFICE
1112 BEDELL BUILDING, PORTLAND, OREGON
TELEPHONE: ATWATER 8511

MORRISON K. SPROTT
Manager

JOSEPH A. BOYCE
Superintendent of Claims

April 23, 1940

Mr. H. B. Glaisyer, Secretary
Oregon State Highway Commission
Salem, Oregon

Dear Mr. Glaisyer:

We have your letter of April 20, relative to a blanket assignment of estimates to the U. S. National Bank of Portland, The Dalles Branch, by the Mid-Columbia Sand and Gravel Company, in connection with contract No. 2296 for the construction of the South Unit of the Fulton Canyon Section of the Fulton Canyon-Wasco County Road, in Sherman County.

We regret to advise, Mr. Glaisyer, that it is not our intention to consent to the assignment of all estimates on this contract. It is our desire to only consent to the assignment of the first estimate, namely, that due on or about May 15, 1940, in the amount of approximately $6000.

Mr. Dielschneider, the owner of the Mid-Columbia Sand and Gravel Company, called us about this matter by long distance one day last week, at which time we told him that we would consent to the assignment of but one estimate at a time. In other words, we would consider the assignment of future estimates if, as and when they were due and we were satisfied that all bills for labor, materials, etc. had been paid. It seems a misunderstanding has arisen in this case; consequently, we are today again writing Mr. Dielschneider advising him of our intentions in connection with the assignment of estimates on contract No. 2296.

Yours very truly,

Raymond C. Weir
Supt. Surety Dept.

RCW/k

ANSWERED
H. B. GLAISYER

April 20, 1940

United States Fidelity & Guaranty Company
1112 Bedell Building
Portland, Oregon

Attention: Raymond C. Weiss, Attorney-in-Fact

Gentlemen:

Further reference is made to your letter of April 18 consenting to the assignment by the Mid-Columbia Sand and Gravel Company to the United States National Bank of Portland, The Dalles Branch, of moneys due the company under Estimate No. 1, in the amount of approximately $6,000.

I received in today's mail an executed copy of the assignment and note that it is for all moneys due or to become due the company in connection with this particular job which is described as state highway contract No. 2296 and is for the construction of the South Unit of the Fulton Canyon Section of the Fulton Canyon-Wasco County Road, in Sherman County.

Due to the fact that the assignment reads that it is for all moneys due or to become due in connection with this job your letter consenting thereto should be broad enough to cover all of the estimates rather than for just Estimate No. 1. Will you kindly furnish me with such letter. We will then be able to honor the assignment as written.

Very truly yours,

Secretary

HBG:AM

April 19, 1940

United States Fidelity & Guaranty Co.
1112 Bedell Building
Portland, Oregon

Attention: Raymond C. Weiss, Attorney-in-Fact

Gentlemen:

This acknowledges receipt of your letter of April 18 consenting to the assignment of Estimate No. 1 due the Mid-Columbia Sand and Gravel Company in connection with their contract, No. 2296, with the State Highway Commission for the construction of the South Unit, Fulton Canyon Section of the Fulton Canyon County Road, in Sherman County.

Very truly yours,

HBG:AM

Secretary

REFERRED TO Jim
BY SECRETARY

Hold for the assignment. check the amount.
HBG

NOTED APR 19 '40
CARL F. SMITH.
AUDITOR

April 24, 1940

Mr. C. A. Reynolds,
Assistant Mgr.,
The United States National Bank,
of Portland,
The Dalles Branch,
The Dalles, Oregon

Dear Sir:

Wish to thank you for your letter of April 22 in regard to the Mid Columbia Sand and Gravel Company's assignment and, in accordance therewith, I am inserting April 19 as the date of the assignment.

In view of your explanation with respect to the consent of surety we will be pleased to honor the assignment of Estimate No. 1 in the approximate amount of $6,000. Of course, we have no idea now as to what the amount of the estimate will be because it is not due and payable until after May 10, 1940. If the estimate is for an amount under $6,000 we will pay it in accordance with the provisions of the assignment. If the estimate exceeds $6,000 by a considerable amount, then we will not be able to honor it until we have received from the surety company a letter consenting to the assignment of the full amount of the estimate, because we cannot split any of these estimate payments. You will be notified if the estimate overruns the $6,000 approximation by any considerable amount.

Yours very truly,

Secretary

HDG:MC

cc - Carl F. Smith

#2296
Sherman Co

H.B.G.
No estimate is expected on this until May 10th.
[illegible]

LISHED 1891
TES NATIONAL BANK
LAND, OREGON

THE DALLES BRANCH
THE DALLES, OREGON

April 22, 1940

Mr. H. B. Glaisyer, Secretary
Oregon State Highway Commission
Salem, Oregon

Dear Mr. Glaisyer:

Thank you for your letter of April 20, acknowledging the receipt of the three copies of the assignment given us by the Mid-Columbia Sand & Gravel, and indicating that we omitted placing the date upon the assignments. This will be your authority to insert the date of April 19th,

With respect to the United States Fidelity and Guaranty Company's letter consenting to the assignment, the bonding company have indicated that they will not consent to an assignment of all of the funds but will agree to an assignment of each individual estimate. The first estimate calls for approximately $6,000 for which the bonding company have already given their consent to assign. This will probably be enough to cover the concern's indebtedness to us, but in the event it is not, we shall at a later date ask for an additional letter of consent from the bonding company.

This will leave the Highway Commission to honor our assignment up to the amount of consent given by the bonding company and unless a subsequent letter is received, our assignment would not be in force. We shall keep you advised regarding this matter, but from our conversation with Mr. Dielschneider of the Mid-Columbia Sand & Gravel, we do not believe that it will be necessary for us to have the assignment as collateral for more than the $6,000 which is the approximate amount due them under the first estimate.

Yours very truly,

C. A. Reynolds
C. A. REYNOLDS
Assistant Manager

CAR:HS

REFERRED TO
BY SECRETARY
[illegible]

ANSWERED
H. B. GLAISYER

#2296
Sherman Co.

HEAD OFFICE

ESTABLISHED 1891

THE UNITED STATES NATIONAL BANK
OF PORTLAND, OREGON

CABLE ADDRESS:
"UNITBANK"

THE DALLES BRANCH
THE DALLES, OREGON

April 22, 1940

Mr. H. B. Glaisyer, Secretary
Oregon State Highway Commission
Salem, Oregon

Dear Mr. Glaisyer:

Thank you for your letter of April 20, acknowledging the receipt of the three copies of the assignment given us by the Mid-Columbia Sand & Gravel, and indicating that we omitted placing the date upon the assignments. This will be your authority to insert the date of April 19th,

With respect to the United States Fidelity and Guaranty Company's letter consenting to the assignment, the bonding company have indicated that they will not consent to an assignment of all of the funds but will agree to an assignment of each individual estimate. The first estimate calls for approximately $6,000 for which the bonding company have already given their consent to assign. This will probably be enough to cover the concern's indebtedness to us, but in the event it is not, we shall at a later date ask for an additional letter of consent from the bonding company.

This will leave the Highway Comm ssion to honor our assignment up to the amount of consent given by the bonding company and unless a subsequent letter is received, our assignment would not be in force. We shall keep you advised regarding this matter, but from our conversation with Mr. Dielschneider of the Mid-Columbia Sand & Gravel, we do not believe that it will be necessary for us to have the assignment as collateral for more than the $6,000 which is the approximate amount due them under the first estimate.

Yours very truly,

C. A. Reynolds
C. A. REYNOLDS
Assistant Manager

CAR:HS

REFERRED TO [illegible]
BY SECRETARY
[illegible]

ANSWERED
H. B. GLAISYER

April 20, 1940

Mr. C. A. Reynolds, Assistant Manager,
The United States National Bank of Portland
The Dalles Brach
The Dalles, Oregon

Dear Sir:

This acknowledges receipt of your letter of April 19 forwarding three copies of the assignment given your bank by the Mid-Columbia Sand and Gravel Company, being an assignment of all moneys due or to become due in connection with its contract, No. 2296, with the State Highway Commission for the construction of the South Unit of the Fulton Canyon-Wasco County Road, in Sherman County.

The assignment appears to be properly executed. However, the date of execution was omitted. If satisfactory to you, I will insert the date as the 19th day of April, 1940, which was the date of your letter, and you can put the same date in the copy which you have. Please advise me whether or not it is satisfactory to insert the date, April 19, as the date of execution of the assignment.

I received yesterday from the United States Fidelity and Guaranty Company a letter consenting to the assignment of the first estimate on this job, in an amount of approximately $6,000. Inasmuch as the assignment is for all moneys due or to become due the Mid-Columbia Sand and Gravel Company the letter of consent should so state. Will you please see that we receive such letter. We cannot honor the assignment in its entirety until we have the full consent of the surety.

Very truly yours,

HBG:AM

Secretary

HEAD OFFICE

ESTABLISHED 1891

THE UNITED STATES NATIONAL BANK

OF PORTLAND, OREGON

CABLE ADDRESS:
"UNITBANK"

THE DALLES BRANCH
THE DALLES, OREGON

April 19, 1940

Mr. H. B. Glaisyer, Secretary
Oregon State Highway Commission
Salem, Oregon

Dear Mr. Glaisyer:

In your letter of April 12, you enclosed four copies of the Assignment of Claim form of moneys due or to become due to the Mid-Columbia Sand & Gravel in connection with their contract No. 2296 for the construction of the South Unit of the Fulton Canyon-Wasco County Road, in Sherman County. You stated this assignment would be acceptable, providing the bonding company was agreeable.

We have talked with Mr. Dielschneider, and he assures us that the bonding company would forward you a letter, under date of April 18, in which they will consent to an assignment of the funds due upon the first estimate. We note you make the point that if the Mid-Columbia Sand & Gravel is a corporation, the assignment should be signed by the President and the Secretary; or, in the event of a co-partnership, the document should be signed by all members of the partnership.

For your information, the Mid-Columbia Sand & Gravel is owned entirely by William Dielschneider. He has signed the assignment, as "Mid-Columbia Sand & Gravel, by William Dielschneider", owner. Please acknowledge this assignment, if found in order. If you do not receive the necessary letter from the bonding company, please let us know, and we will again contact Mr. Dielschneider.

Yours very truly,

C. A. REYNOLDS
Assistant Manager

CAR:HS
Enclosures

ANSWERED
H. B. GLAISYER

RECEIVED
19 1940
FOR FILING

FAS 68-A-1

April 15, 1940

Mr. W. H. Lynch
District Engineer
Public Roads Administration
Post Office Box 3900
Portland, Oregon

Dear Sir:

Herewith are enclosed seven copies of estimate as basis for project agreement for the South Unit, Fulton Canyon Section, Project No. FAS 68-A (1).

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/GS

Encl.

Oregon State Highway Department　　　Federal Aid Project No. FAS 68-A (1)

SOUTH UNIT, FULTON CANYON SECTION OF THE FULTON CANYON-WASCO ROAD IN SHERMAN COUNTY

(Estimate as basis for project agreement. Based on low bid prices.)

Salem, Oregon, April 5, 1940

Roadway

All Required		Clearing and Grubbing		$ 600.00
30	cu. yds.	Trench Excavation	$ 2.50	75.00
7,300	cu. yds.	Common Excavation	.23	1,679.00
4,200	cu. yds.	Solid Rock Excavation	.60	2,520.00
1,500	yd. mi.	Truck Haul	.15	225.00
1.62	miles	Finishing Roadbed and Slopes	220.00	356.40
14	lin. ft.	12" Corr. Iron Pipe	1.25	17.50
6	lin. ft.	18" Corr. Iron Pipe	1.60	9.60
10	lin. ft.	24" Corr. Iron Pipe	2.00	20.00
60	lin. ft.	Salvaging Culvert Pipe	.60	36.00
10	cu. yds.	Riprap	2.45	24.50
900	sq. yds.	Hand Placed Rock Slopes	.75	675.00
25	cu. yds.	Class "A" Concrete	18.00	450.00
2,600	lbs.	Metal Reinforcement	.067	174.20
180	lin. ft.	Cable Guard Fence	1.22	219.60
4,500	cu. yds.	Pit-run Gravel Surfacing	.32	1,440.00
25,000	yd. mi.	Hauling Gravel, Truck Measure	.08	2,000.00
250	cu. yds.	Filler	.30	75.00
250	yd. mi.	Hauling Filler	.25	62.50
300	M-gals.	Sprinkling	1.30	390.00
			Subtotal	$ 11,049.30
			10% Engr. & Cont.	1,104.93
			Total	$ 12,154.23

Structure (Sta. 38+31.5)

55	cu. yds.	Trench Excavation	$ 2.50	$ 137.50
135	cu. yds.	Class "A" Concrete	18.00	2,430.00
17,800	lbs.	Metal Reinforcement	.067	1,192.60
All Required		Removal of Old Bridge		400.00
				$ 4,160.10

Structure (Sta. 53+95.0)

55	cu. yds.	Trench Excavation	$ 2.50	$ 137.50
100	cu. yds.	Class "A" Concrete	18.00	1,800.00
12,600	lbs.	Metal Reinforcement	.067	844.20
				$ 2,781.70
			Subtotal	$ 6,941.80
			10% Engr. & Cont.	694.18
			Total	$ 7,635.98

Length of Roadway	1.611 miles
Length of Bridges	.008 mile
Total Length	1.619 miles
Cost per mile, Roadway	$ 7,544.52

SUMMARY OF FUNDS REQUESTED

Item	Total Cost	FAS Funds	State Funds
Roadway	$ 12,154.23	$ 7,419.00	$ 4,735.23
Structures	7,635.98	4,661.00	2,974.98
	$ 19,790.21	$ 12,080.00	$ 7,710.21

State Funds for Construction: Chap. 175, laws 1917; Chap. 31, laws 1920; Chap. 529, laws 1939
State Funds for Maintenance: Chap. 529, laws 1939

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APR 13 1940
FOR FILING

2868 A-1

April 12, 1940

Mr. C. A. Reynolds, Assistant Cashier,
The United States National Bank of Portland
The Dalles Branch
The Dalles, Oregon

Dear Mr. Reynolds:

I have just received your letter of April 11 inquiring whether or not the State Highway Commission would honor an assignment by the Mid-Columbia Sand and Gravel Company of moneys due said company from the state in connection with Contract No. 2296 which was awarded to the company on March 21, 1940, for the construction of the South Unit, Fulton Canyon Section of the Fulton Canyon-Wasco County Road, in Sherman County.

In reply thereto will say that the Highway Commission will be pleased to honor an assignment of these funds to the United States National Bank of Portland in the event that the Mid-Columbia Sand and Gravel Company will execute our standard form of assignment and will furnish us with a letter from the surety company that wrote the bond in connection with this contract consenting to the assignment without prejudice to the bond. The Highway Commission will not honor the assignment unless such consent of surety is received. I am inclosing our standard form of assignment in quadruplicate for your use. You will note that this assigns all moneys due or to become due the Mid-Columbia Sand and Gravel Company in connection with this project.

If the Mid-Columbia Sand and Gravel Company is a corporation, the assignment should be signed by the President and the Secretary of the company and the corporate seal should be affixed to each copy. In the event the company is a co-partnership, then the assignment should be signed by all members of the partnership.

You may retain two executed copies of the assignment. We will need the original and one copy for our purposes.

According to our records, the bond was written by the United States Fidelity and Guaranty Company for whom Raymond C. Weiss is Resident Agent with offices in the Bedell Bldg., Portland.

Very truly yours,

HBG:AH

Secretary

HEAD OFFICE

ESTABLISHED 1891

THE UNITED STATES NATIONAL BANK

OF PORTLAND, OREGON

CABLE ADDRESS:
"UNITBANK"

THE DALLES BRANCH
THE DALLES, OREGON

RECEIVED
APR 1

April 11, 1940

Mr. H. B. Glaisyer, Secretary
Oregon State Highway Commission
Salem, Oregon

Dear Sir:

We have been asked to assist in the financing of a highway construction job which you recently awarded to the Mid-Columbia Sand & Gravel Company, operated by Mr. William Dielschneider.

In connection with this financing, would it be possible to take as collateral to a loan granted Mr. Dielschneider an assignment of payments to him from the Highway Department, and have these said assignments accepted by the Department, so that the money paid will be paid to us or through this bank.

We are under the impression that this is common practice, but before we make a commitment to the Sand & Gravel Company, we should like to have your opinion.

Yours very truly,

C A Reynolds
C. A. REYNOLDS
Assistant Manager

CAR:HS

ANSWERED
H. B. GLAISYER

RECEIVED
APR 8 1940
FOR FILING

FAS 68-a-1

April 8, 1940

United States Fidelity & Guaranty Co.
M. K. Sprott, General Agent
Bedell Building
Portland, Oregon

Gentlemen:

We are forwarding to you today, by express, a fully executed copy of Contract No. 2296 which was awarded to Mid-Columbia Sand and Gravel Company on March 21, 1940, for 1.62 miles grading and surfacing on the South Unit, Fulton Canyon Section of the Fulton Canyon Wasco County Road, in Sherman County.

This is being sent to you inasmuch as you appear surety on the bond furnished by the Mid-Columbia Sand and Gravel Company and is for your records and files.

Very truly yours,

JM:AM

Secretary

April 8, 1940

Mid-Columbia Sand and Gravel Co.
The Dalles, Oregon

Gentlemen:

We are forwarding to you today, by express, a fully executed copy of Contract No. 2296 which was awarded to you on March 21, 1940, for 1.62 miles grading and surfacing on the South Unit, Fulton Canyon Section of the Fulton Canyon-Wasco County Road, in Sherman County. This is for your records and files.

Very truly yours,

JM:AM

Secretary

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
HURON W. CLOUGH, CANYONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM
C. B. McCULLOUGH
ASSISTANT STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION

SALEM

71368-A-1

March 25, 1940

IN REPLY PLEASE REFER TO FILE NO.

Mr. W. H. Lynch
District Engineer
Public Roads Administration
Post Office Box 3900
Portland, Oregon

Attention: Mr. T. M. Davis

Dear Sir:

I am enclosing herewith three copies of maintenance and right of way agreement executed by the County Court of Sherman County and the State Highway Commission, for Project FAS 68-A (1).

There are also enclosed three copies of resolution relative to encroachments and traffic for the same project.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

Oscar Cutler
Asst. Office Engineer

OC:MX

Encl.
Mr Nash -

71268-a-1

March 25, 1940

MID-COLUMBIA SAND & GRAVEL COMPANY
The Dalles, Oregon

Gentlemen:

We are sending you today by express four copies of Contract No. 2296 which was awarded to you on March 21 by the State Highway Commission, covering the grading and surfacing of the South Unit, Fulton Canyon Section of the Fulton Canyon-Wasco County Road, in Sherman County.

Kindly execute all four copies of this contract as to agreement and bond and return them to this office for approval by the State Highway Commission. When this has been done a fully executed copy will be returned to you for your records and files. We will also send an executed copy to the surety on your bond.

Your special attention is called to the paragraph under Section 5 (page 14) of the General Provisions, relating to the Workmen's Compensation Act. You will be expected to accept the terms of this Act and to carry on your work under this contract in strict conformance thereto.

Your attention is also called to the mimeographed page immediately preceding the colored pages, relating to payment by the contractor of amounts due hospital associations, et cetera.

Very truly yours,

STATE HIGHWAY COMMISSION
By

Secretary

MBL

7a&68-9-1

March 22, 1940

Mid Columbia Sand & Gravel Company

The Dalles, Oregon

Gentlemen:

The State Highway Commission on March 21, 1940, awarded you the contract for 1.62 miles grading and surfacing, also construction of two and extension of one reinforced concrete box culverts on the South Unit of the Fulton Canyon Section of the Fulton Canyon-Wasco County Road, in Sherman County. This award was based on your low bid of $17,991.10 submitted on that date.

Contract forms will be sent to you for execution within the next few days.

Very truly yours,

Secretary

AM

cc - Mr. Probert
     Mr. Paxson

RECEIVED
FOR [illegible]

MAR 22

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION
DISTRICT ONE

MONTANA
OREGON
WASHINGTON

POST OFFICE BUILDING
PORTLAND, OREGON

March 21, 1940

FAS 68-A-1

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

This is to confirm our verbal concurrence in award of contract, as of this date, for Oregon Federal Aid Secondary Project FAS 68-A (1), South Unit, Fulton Canyon Section of the Fulton Canyon-Wasco Road, to Mid-Columbia Sand & Gravel Co., The Dalles, Oregon, who submitted the low bid.

Very truly yours,

W H Lynch

W. H. LYNCH
District Engineer

FAS 68-A-1

March 6, 1940

Mr. W. H. Lynch
District Engineer
Public Roads Administration
Post Office Box 3900
Portland, Oregon

Dear Sir:

The suggestions made in your letter of March 5, relative to the slopes of channel change excavations on the South Unit, Fulton Canyon Section, Project 68-A (1), meet with our approval, and the plans and specifications are being revised accordingly.

Copies of revised sheet No. 8 of the special provisions and of revised sheet No. 2 of the plans are being submitted herewith.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

SHP:ME

Encl.

cc Mr. H. G. Smith
Mr. W. C. Williams

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION
DISTRICT ONE

MONTANA
OREGON
WASHINGTON

POST OFFICE BUILDING
PORTLAND, OREGON

MAR 5 -

March 5, 1940

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

Receipt is acknowledged of Oregon Federal Aid Secondary Project No. 68-A (1), the South Unit, Fulton Canyon Section.

In our review, it is noted that plan sheets showing the guard rail have not been received, and these should be submitted.

On page 8 of the special provisions in the last line for the provisions under salvaging culvert pipe, in referring to the length of haul, the words 'seven inches' are used. This should be corrected.

We are willing to authorize the advertising of this project but believe the slope of the channel changes next to the highway should be 1-1/2 to 1 instead of 1 to 1 and riprap placed on the slope except, of course, where the channel change is in rock excavation.

Will you please reply at once in order not to delay the authorization for advertising?

Very truly yours,

W H Lynch

W. H. LYNCH,
District Engineer.

FAS 68-A-1

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION
DISTRICT ONE

MONTANA
OREGON
WASHINGTON

POST OFFICE BUILDING
PORTLAND, OREGON

March 6, 1940

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

P. S. and E. documents for Oregon Federal Aid Secondary Highway Project No. 68-A (1), the South Unit, Fulton Canyon Section of the Fulton Canyon-Wasco Road, have today been recommended for approval. This is your authority to advertise for bids, subject to final review and approval of the plans and specifications by the Commissioner of Public Roads.

Very truly yours,

W H Lynch

W. H. LYNCH,
District Engineer

March 2, 1940

Mr. W. H. Lynch
District Engineer
Public Roads Administration
Post Office Box 3900
Portland, Oregon

Dear Sir:

Herewith are enclosed three copies of right of way statement for the South Unit, Fulton Canyon Section, Project No. FAS 68-A (1).

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/ME

Encl.

SOUTH UNIT, FULTON CANYON SECTION

PROJECT NO. FAS 68-A (1)

All necessary right of way has been acquired for this project.

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

March 2, 1940

February 29, 1940

Mr. W. H. Lynch
District Engineer
Public Roads Administration
Post Office Box 3900
Portland, Oregon

Dear Sir:

Herewith are enclosed seven copies of estimate for the South Unit, Fulton Canyon Section, Project No. FAS 68-A (1).

Five bid proposals and five sets of blueprint plans are being sent under separate cover.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/GS

Encl.

Oregon State Highway Department   Federal Aid Project No. FAS 68-A (1)

SOUTH UNIT, FULTON CANYON SECTION OF THE
FULTON CANYON-WASCO ROAD IN SHERMAN COUNTY

(Estimate to accompany plans and specifications. Not as basis for project agreement.)

Salem, Oregon, February 29, 1940

Roadway

All Required		Clearing and Grubbing	$	$ 100.00
30	cu. yds.	Trench Excavation	1.00	30.00
7,300	cu. yds.	Common Excavation	.25	1,825.00
4,200	cu. yds.	Solid Rock Excavation	.75	3,150.00
1,500	yd. mi.	Truck Haul	.12	180.00
1.62	miles	Finishing Roadbed and Slopes	200.00	324.00
14	lin. ft.	12" Corr. Iron Pipe	1.50	21.00
6	lin. ft.	18" Corr. Iron Pipe	2.50	15.00
10	lin. ft.	24" Corr. Iron Pipe	3.50	35.00
60	lin. ft.	Salvaging Culvert Pipe	1.00	60.00
10	cu. yds.	Riprap	3.00	30.00
900	sq. yds.	Hand Placed Rock Slopes	.50	450.00
25	cu. yds.	Class "A" Concrete	25.00	625.00
2,600	lbs.	Metal Reinforcement	.05	130.00
180	lin. ft.	Cable Guard Fence	1.00	180.00
4,500	cu. yds.	Pit-run Gravel Surfacing	.25	1,125.00
25,000	yd. mi.	Hauling Gravel, Truck Measure	.10	2,500.00
250	cu. yds.	Filler	.40	100.00
250	yd. mi.	Hauling Filler	.15	37.50
300	M-gal.	Sprinkling	1.50	450.00
		Subtotal		$ 11,367.50
		10% Engr. & Cont.		1,136.75
		Total		$ 12,504.25

Structure (Sta. 38+31.5)

55	cu. yds.	Trench Excavation	$ 1.00	$ 55.00
135	cu. yds.	Class "A" Concrete	25.00	3,375.00
17,800	lbs.	Metal Reinforcement	.05	890.00
All Required		Removal of Old Bridge		200.00
				$ 4,520.00

Structure (Sta. 57+95.0)

55	cu. yds.	Trench Excavation	$ 1.00	$ 55.00
100	cu. yds.	Class "A" Concrete	25.00	2,500.00
12,600	lbs.	Metal Reinforcement	.05	630.00
				$ 3,185.00

Subtotal	$ 7,705.00
10% Engr. & Cont.	770.50
Total	$ 8,475.50

Length of Roadway	1.611 miles
Length of Bridges	.008 mile
Total Length	1.619 miles
Cost per mile, Roadway	$ 7,761.79

SUMMARY OF FUNDS REQUESTED

Item	Total Cost	F/S Funds	State Funds
Roadway	$ 12,504.25	$ 7,504.00	$ 5,000.25
Structures	8,475.50	5,086.00	3,389.50
	$ 20,979.75	$ 12,590.00	$ 8,389.75

CONTRACT [redacted] 2297

130-1013 Weston-McDougall Camp Section
Weston-Elgin Secondary Hwy. 1940

3297

RECEIVED
DEC 21 1940
FOR FILING

130-1013

December 20, 1940

United Pacific Insurance Company
Jo Stroyan, Agent
Board of Trade Building
Portland, Oregon

Gentlemen:

You are hereby notified that state highway contract No. 2297 for oiling the Weston-McDougall Camp Section of the Weston-Elgin Secondary Highway, in Umatilla County, has been completed by the contractor, Norris Brothers, and that final settlement will be made by the state with said contractor for work done under said contract on or after December 30, 1940.

The state is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the state assumes no responsibility for any such claims should there be any.

This notice is served upon you since you appear as surety on the bond furnished by the above-mentioned contractor. Kindly acknowledge receipt of this letter.

For your information we wish to advise that the total amount paid the contractor in connection with this contract will be $8,815.33, including final payment. No force account work was performed therein.

This contract was completed by the contractor on July 31, 1940, and was accepted by the State Highway Commission on August 22, 1940.

Very truly yours,

STATE HIGHWAY COMMISSION

By

DD:AM

Secretary

NOTED
D. G. DeSart

RECEIVED
NOV 29 1940
FOR FILING

130-1013

November 28, 1940

UNITED PACIFIC INSURANCE COMPANY
Jo Stroyan, Resident Agent
Board of Trade Building
Portland, Oregon

Gentlemen:

You are advised that it is the intention of the State Highway Commission to make semi-final payment to Norris Bros. on Contract No. 2297, Weston-McDougall Camp Section of the Weston-Elgin Secondary Highway, in Umatilla County. This payment, in the amount of $530.95, will be made on or after December 9, 1940. The retained percentage is $264.46.

The state is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues, or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the state assumes no responsibility for any such claims should there be any.

Kindly acknowledge receipt of this letter.

Very truly yours,

STATE HIGHWAY COMMISSION

By

Secretary

DOD:MBL

NOTED
D. G. DeSart

5

Form E-1—5M—5-40

OREGON STATE HIGHWAY COMMISSION
FIELD ENGINEER'S WEEKLY REPORT
FOR CONSTRUCTION PROJECTS ONLY

For Week Ending Nov.23,1940, 19

Section Weston-McDougal Camp

Kind of work Oiling

Highway Weston-Elgin

Section prefix 130-1013

Contractor Norris Brothers

Contract number 2297

Date of contract March 21,1940, 19

Date of completion July 31,1940, 19

Date work started July 19,1940, 19

Estimated date of completion July 31,1940, 19

Amount of contract . . . . . . $ 8426.00

Per cent of time elapsed 100 %

Estimated cost of completed project, exclusive of engineering . . . . $ 8800.48

Per cent of contract completed, based on total contract price . . . . 100% %

Engineering cost to date, $ 480.67, 95% %

Date project was completed July 31,1940, 19

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

Received Oil invoices on Fridayof last week,for this job,and sent off The Semi-Final estimate on the 20th.

NOV 2[illegible] 1940

Signed L. R. Chandler By O. D. Mc[illegible]

Address Pendleton Oregon

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project					14.57
Miles partially completed					14.57
Miles completed					14.57
Total estimated quantities					212 tons
Estimated quantities moved or placed to date					208.6"
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day					
Hours per shift					
Average force on project for week					

Percentages of men employed on contract to be secured from:

.... County, ...%; .... County, ...%; .... County, ...%; .... County, ...%

	NUMBER USED AND SECURED FROM					CONTRACTOR'S KEY MEN, ETC.	TOTAL
	COUNTY	COUNTY	COUNTY	COUNTY	OTHER SOURCES		
Men							
Men and teams							
Men and trucks under 3 tons							
Men and trucks over 3 tons							
Men and tractors							

Equipment used during week: Shovels ...., Power graders ...., Rollers ...., Mixers ...., Crushing or screening plants ....,

Compressors ...., Bulldozers ...., Sheet-foot rollers ...., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday	Cold & Clear		
Monday	" "		
Tuesday	" "		
Wednesday	Snow		
Thursday	"		
Friday	Cold & Clear		
Saturday	" "		

STATE PRINTING DEPT.

RECEIVED
APR 10 1940
FOR FILING

133-1013

April 10, 1940

Morris Brothers
Burlington, Washington

Gentlemen:

We are forwarding to you today, by express, a fully executed copy of Contract No. 2297 which was awarded to you on March 21, 1940, for 14.57 miles oiling on the Weston-McDougall Camp Section of the Weston-Elgin Secondary Highway, in Umatilla County. This is for your records and files.

Very truly yours,

Secretary

JM:AM

April 10, 1940

United Pacific Insurance Co.
Jo Stroyan, Agent
Board of Trade Building
Portland, Oregon

Gentlemen:

We are forwarding to you today, by express, a fully executed copy of Contract No. 2297 which was awarded to Norris Bros. on March 21, 1940, for 14.57 miles oiling on the Weston-McDougall Camp Section of the Weston-Elgin Secondary Highway, in Umatilla County.

This is being sent to you inasmuch as you appear surety on the bond furnished by Norris Brothers in connection with this contract and is for your records and files.

Very truly yours,

Secretary

JM:AM

2297

130-1013

March 25, 1940

MORRIS BROS.
702 Hoge Building
Seattle, Washington

Gentlemen:

We are sending you today by express four copies of each of the following contracts which were awarded to you by the State Highway Commission on March 21, 1940: Weston-McDougall Camp Section, in Umatilla County; and Castor Ranch-Joseph Section in Wallowa County.

Kindly execute all four copies of each of these contracts as to agreement and bond and return them to this office for approval by the State Highway Commission. When this has been done a fully executed copy will be returned to you for your records and files. We will also send an executed copy to the surety on your bonds.

Your special attention is called to the paragraph under Section 5 (page 14) of the printed General Provisions, relating to the Workmen's Compensation Act. You will be expected to accept the terms of this Act and to carry on your work under this contract in strict conformance thereto.

Your attention is also called to the mimeographed page of Additional Special Provisions relating to payment by the contractor of amounts due hospital associations, et cetera.

Very truly yours,

STATE HIGHWAY COMMISSION
By

Secretary

MBL

130-1013

March 22, 1940

Morris Brothers
Burlington, Washington

Gentlemen:

The State Highway Commission on March 21, 1940, awarded you the contract for 14.57 miles oiling on the Weston-McDougall Camp Section of the Weston-Elgin Secondary Highway, in Umatilla County. This award was based on your low bid of $8,462 submitted on that date.

Contract forms will be sent to you for execution within the next few days.

Very truly yours,

Secretary

AH

cc - Mr. Probert
Mr. Paxson

CONTRACT# [redacted] 2298

FAS 64-A-1 Catherine Cr. Br. Sec., 1940
Medical Springs Secon. Hwy.
#2298 Bridge & Grading

FAS 64 A-1

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION

Stencil No. 8.

IN YOUR REPLY PLEASE
REFER TO FILE No.________

POST OFFICE BUILDING
PORTLAND, OREGON

October 7, 1940

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

Final inspection of Oregon FAS 64-A (1), Catherine Creek Bridge Section of the Medical Springs Highway, was made by a representative of this office on September 18, 1940. Prompt submission of the final voucher will be appreciated.

Very truly yours,

W. H. LYNCH
District Engineer

By L. J. Caufield
L. J. Caufield
Sr. Highway Engineer

Ec

RECEIVED
OCT 3 1940
FOR FILING

FAS 64-A-1

October 2, 1940

Maryland Casualty Company
T. A. Bergstrom, Agent
Yeon Building
Portland, Oregon

Gentlemen:

You are hereby notified that State Highway Contract No. 2298 for construction of a bridge over Catherine Creek near Union on the Medical Springs Secondary Highway, in Union County, has been completed by Denton & Young and that final settlement will be made by the state with said contractors for work done under said contract on or after October 12, 1940.

The state is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the state assumes no responsibility for any such claims should there be any.

This notice is served upon you as you appear as surety on the bond furnished by the above-mentioned contractor. Kindly acknowledge receipt of this letter.

For your information we wish to advise that the total amount paid the contractors in connection with this contract will be $8,659.16, including final payment, and no force account work was performed therein.

Very truly yours,

STATE HIGHWAY COMMISSION

By

Secretary

DD:AM

2298

RECEIVED
1940
FO

F13 61-A-1

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
September 11, 1940

Subject: Catherine Creek Bridge
Contract No. 2298

To: Mr. H. B. Glaisyer
Secretary
Office

Dear Sir:

For your information, Denten and Young completed work on Contract No. 2298, Catherine Creek Bridge Section of the Medical Springs Highway in Union County, on August 31, 1940. Please secure authority from the Commission to pay the final estimate on this job. Work was completed on the specified completion date.

Yours very truly,

G. S. Paxson
Bridge Engineer

By W A Reeves

W. A. Reeves
Bridge Office Engineer

CAG:TH
cc: C. A. Gardner

APPROVED BY HIGHWAY COMMISSION
DATE Oct 11, 1940
HB Glaisyer
SECRETARY

Form E-1—5M—6-39

11

OREGON STATE HIGHWAY COMMISSION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY

Final

For Week Ending September 7, 1940

Section Catherine Creek Bridge

Kind of work Bridge and Grading

Highway Medical Springs Secondary

Section prefix 131-1009

Contractor Denten and Young

Contract number 2289

Date of contract March 31, 1940

Date of completion August 31, 1940

Date work started June 24, 1940

Estimated date of completion August 31, 1940

Amount of contract . . . . $ 9307.00

Per cent of time elapsed 100 %

Estimated cost of completed project, exclusive of engineering . . . . $ 8800.00

Per cent of contract completed, based on total contract price . . . . 100 %

Engineering cost to date, $ 550.00, %

Date project was completed August 31, 1940, 19

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

This project was completed last Saturday, August 31, 1940

Division Engineer . . Williams inspected the project on

Tuesday, and Mr. Paxson and Mr. Stephenson made an inspec-

tion on Wednesday, September 4, 1940.

Final estimate practically complete. Should be ready for

submission during the coming week.

NOTED
RAY WEBB

Final Report
3

RECEIVED
- 1940

Signed Cannon

Address Box 10, La Grande, Oregon

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file

	GRADING	SURFACING Gravel	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project	0.35				
Miles partially completed	0.				
Miles completed	0.35				
Total estimated quantities	10 500	350			
Estimated quantities moved or placed to date	9850	348			
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day					
Hours per shift					
Average force on project for week					

Percentages of men employed on contract to be secured from:

.... County, ...%; .... County, ...%; .... County, ...%; .... County, ...%

	NUMBER USED AND SECURED FROM					CONTRACTOR'S KEY MEN, ETC.	TOTAL
	COUNTY	COUNTY	COUNTY	COUNTY	OTHER SOURCES		
Men							
Men and teams							
Men and trucks under 3 tons							
Men and trucks over 3 tons							
Men and tractors							

Equipment used during week: Shovels ...., Power graders ...., Rollers ...., Mixers ...., Crushing or screening plants ....,

Compressors ...., Bulldozers ...., Sheet-foot rollers ...., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday			
Monday			
Tuesday			
Wednesday			
Thursday			
Friday			
Saturday			

STATE PRINTING DEPT.

2298

RECEIVED
SEP 18 1940
FOR

MARYLAND CASUALTY COMPANY
STEWART McDONALD, CHAIRMAN OF THE BOARD
EDWARD J. BOND, JR., PRESIDENT

SAN FRANCISCO OFFICE
210 SANSOME STREET, SAN FRANCISCO
EXBROOK 4191
SAM L. WEBSTER, RESIDENT VICE-PRESIDENT
D. C. SEAGER, ASST. RESIDENT MANAGER
W. G. KELSO, MANAGER BONDING DEPT.

RECEIVED
AUG 29 1940
OREGON
STATE HIGHWAY COMMISSION

FAS 64-A-1

August 26, 1940

Oregon State Highway Commission
State of Oregon
Salem, Oregon

Bond No. 270783
Denten & Young - Construction of
Catherine Creek Bridge, near Union
on the Medical Springs Highway in
Union County, Oregon. - Penalty, $9,307.00

Gentlemen: -

If our Principal desires a ten-day extension of time on the above job you may accept this letter as our company's consent to this extension.

Yours very truly,

MARYLAND CASUALTY COMPANY

Donald Mollberg
By: Donald Mollberg
(Attorney-in-Fact)

Countersigned at Portland, Oregon

By:
Resident Agent.

none required
completed within time limit

DM/aw

FAS 64-A-1

RECEIVED
AUG 13 1940
FOR FILING

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION

STATE HIGHWAY COMMISSION

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

POST OFFICE BUILDING
PORTLAND, OREGON

IN YOUR REPLY PLEASE REFER TO FILE No.

Stencil No. 124
Ore. FAS 64-A (1)
Catherine Creek Bridge Sec.
Medical Springs Sec. Hwy.

July 25, 1940

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

We are forwarding herewith, for your files, an executed copy of the ____________________ project agreement and certificate for the above numbered project.

Very truly yours,

W. H. LYNCH
District Engineer

By L. Caufield
L. J. Caufield
Sr. Highway Engineer

Encls.

Jno

Wa4pr-6365

Form P. R. 2

State Oregon

Federal Aid Secondary Project No. FAS 64-A(1)

PROJECT AGREEMENT

MEMORANDUM OF AGREEMENT made this 7th day of June, 1940

by and between The Oregon State Highway Commission

, constituting

for the purpose hereof, the Highway Department of the State of Oregon hereinafter called the Highway Department, and the Federal Works Administrator, hereinafter called the Administrator, under and pursuant to the provisions of the act of Congress approved July 11, 1916 (39 Stat., 355), entitled "An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes," and of the act approved November 9, 1921 (42 Stat., 212), entitled "An Act to amend the Act entitled 'An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes,' approved July 11, 1916, as amended and supplemented, and for other purposes," and acts amendatory thereof or supplementary thereto, particularly Section 7 of the Act approved June 16, 1936, 49 Stat. 1521 (Public No. 686, 74th Congress):

Whereas the Highway Department of said State submitted on the 13th day of February, 1940, a project statement, which was approved on the 26th day of February, 1940, for the proposed construction of a project consisting of the road hereinafter described; and

Whereas the Highway Department, in accordance with the rules and regulations promulgated for the administration of the Federal Highway Act, has furnished surveys, plans, specifications, and estimates for Section A(1) of said project which were recommended for approval by the District Engineer of the Public Roads Administration on the 6th day of March 1940; and

Whereas the Administrator has certified to the Secretary of the Treasury his approval of said surveys, plans, specifications, and estimates, and the sum of six thousand, two hundred fifty and 00/100 dollars ($6,250.00) as the share of the United States payable under said act on account of Section A(1) of said project, which does not exceed the authorized Federal pro rata share of the approved total estimated cost thereof:

Now, therefore, in consideration of the premises and of the several promises to be faithfully performed by each, as hereinafter set forth, the Highway Department and the Administrator do hereby mutually agree as follows:

16—11379

FUNDS AT THE DISPOSAL OF THE HIGHWAY DEPARTMENT

ARTICLE I. Funds for the use of the Highway Department in the construction of said project have been made available in the following manner, to wit:

(*a*) By the State from Chap. 175, laws 1917; Chap. 31, laws 1920; Chap. 529, laws 1939.

(Include date and citation of act of legislature by which authorized)

(*b*) From other sources

(State how placed under direct control of Highway Department)

ROAD EMBRACED IN PROJECT

ARTICLE II. This agreement covers the following highway as described in detail in said surveys, plans, and specifications:

Between survey station 463+00 in the SE 1/4 of the NE 1/4 of Section 7, T. 5 S., R. 41 E., W.M., and survey station 482+14, in the SW 1/4 of the SW 1/4 of Section 8, T. 5 S., R. 41 E., W. M.

, length 0.362 of a mile~~s~~ in Union County, being Section A(1) of Oregon Federal Aid Secondary project No. FAS 64, consisting of 0.347 of a mile~~s~~ of roadway and one bridges ~~spans~~ of more than 20 feet clear span, 0.015 of a mile in length.

16—11379 GPO

CHARACTER AND METHOD OF CONSTRUCTION

ARTICLE III. The Highway Department will construct or cause to be constructed to final completion said project, in strict compliance with said plans and specifications, which are made a part hereof, under its direct supervision, which shall include adequate inspection throughout the course of construction, subject at all times to inspection and approval by the Administrator or his agents, and in accordance with the laws of said State, the rules and regulations of the Administrator, and the following conditions:

(*a*) It is agreed that the construction work on the project shall be performed by contract, unless the performance thereof by force account shall be approved by the Administrator or his authorized representatives. Such construction work as may be performed by force account shall be paid for on the basis of the units of work performed at the unit prices set forth in the estimate as approved by the Administrator, except that where the total actual cost is ascertained to be less than the estimate so approved the total Federal payments shall not exceed the Federal pro rata share of such total actual cost.

UNITED STATES PRO RATA SHARE OF THE COST OF SAID PROJECT

ARTICLE IV. The United States pro rata share of the value of the labor and materials which shall be actually put into the construction of Section A(1) of said project shall not in any event exceed the sum of six thousand, two hundred fifty and 00/100 dollars ($6,250.00), certified to the Secretary of the Treasury as above mentioned, which does not exceed the authorized Federal pro rata share of ten thousand, two hundred thirty-seven and 70/100 dollars ($10,237.70), the approved total estimated cost of Section A(1) of said project.

PAYMENTS

ARTICLE V. As the construction of said project progresses, the Administrator shall from time to time draw warrants on the Secretary of the Treasury for the payment to State Treasurer
(Official or depository)
hereby designated by the Highway Department for that purpose and authorized under the laws of said State to receive public funds of the State of Oregon
(Name)
of such sums as shall not, together with previous payments, exceed the United States pro rata share, as above specified, of the value, as determined by the Administrator after inspection and approval, of the labor and materials which have actually been put into said construction work in compliance with the requirements of Article III hereof.

The Administrator reserves the right to withhold such sum as he may deem necessary to insure completion of construction in compliance with said plans and specifications.

MAINTENANCE OF PROJECT

ARTICLE VI. The Highway Department will maintain said project in compliance with said acts of July 11, 1916, and November 9, 1921, out of funds which have been or will be made available therefor by said State in the manner herein set forth, to wit: Chap. 529, Laws 1939.
(Include reference to statute authorizing funds and probable amount annually available)

The Highway Department will use every means within its power to insure proper and permanent maintenance of said project, and to that end will provide for the constant making of needed repairs to preserve a smooth-surfaced highway.

Showing of authority of the Highway Department to execute agreements will be found in the agreement for project No. 112.

In witness whereof the parties have hereunto affixed their signatures, the Highway Department on the day and year first above written and the Administrator on the ______ day of JUL 9 1940, 19___

OREGON STATE HIGHWAY COMMISSION
(Official title of Highway Department)

By Henry F. Cabell
Chairman, State Highway Commission
(Title of officer)

By ______
Member, State Highway Commission
(Title of officer)

By ______
Member, State Highway Commission
(Title of officer)

By ______
______
(Title of officer)

By ______
______
(Title of officer)

FEDERAL WORKS ADMINISTRATOR,

By H. J. O'Leary
Acting Commissioner of Public Roads.

Form PR. 3—Revised

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION

CERTIFICATE OF APPROVAL OF PLANS, SPECIFICATIONS, AND ESTIMATES

*(Under "An Act to provide that the United States shall aid the States in the construction of rural roads, and for other purposes," approved **July 11, 1916**, and acts amendatory thereof and supplementary thereto.)*

To

THE SECRETARY OF THE TREASURY, AND

THE STATE HIGHWAY DEPARTMENT OF THE STATE OF Oregon

Pursuant to the acts above cited, I hereby certify—

FIRST. That in accordance with the provisions of said acts, I have approved the plans, specifications, and estimates submitted by the State Highway Department of the State of Oregon for the construction of a highway designated in the records of this Agency as Federal Aid Secondary Project No. FAS 64-A(1) State of Oregon

SECOND. That in accordance with said provisions I have approved the sum of $ 10,237.70 as the total estimated cost of said project, and the sum of $ 6,250.00 as the share of the United States, payable under said acts on account of such project, which does not exceed the authorized Federal pro rata share of said total estimated cost.

Done at the city of Washington, this ______ day of JUL 9 1940 one thousand nine hundred and ______

FEDERAL WORKS ADMINISTRATOR,

By W. J. O'Leary
Acting Commissioner of Public Roads.

U. S. GOVERNMENT PRINTING OFFICE 16—10139

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1
POST OFFICE BUILDING
PORTLAND, OREGON

(Stencil #28)

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION

MAY 24

IN YOUR REPLY PLEASE REFER TO FILE No. Oregon FAP S 64-A (1)
Catherine Creek Section
Medical Springs Hwy.

May 23, 1940

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

We are forwarding herewith two copies of proposed project agreement for signature and return to this office.

Enclosed is an approved copy of the detail estimate, upon which the agreement was based, together with approved copy of specifications.

Very truly yours,

W. H. LYNCH
District Engineer

By A. F. Morris
A. F. Morris
Sr. Highway Engineer

FA 64-A-1

April 29, 1940

Maryland Casualty Company,
T. A. Bergstrom, Agent,
Yeon Building,
Portland, Oregon.

Gentlemen:

We are sending to you by express one copy of the Denton & Young, contract No. 2298, for the construction of a bridge over Catherine Creek in Union County. This copy is for your records and files.

[illegible] copies of this contract was sent out to the above firm for execution and for some reason only three were returned and we had those three copies signed by the Highway Commission. The copy which we are forwarding to you was returned today and we have printed the names of the Highway Commission in the space for their signatures. If you need a fully executed copy please return this one and we will have it signed by the Highway Commission.

Very truly yours,

Secretary.

Dict. by J. McFarland.

RECEIVED
APR 18 1940
FOR FILING

FA 64-A-1

April 17, 1940

Denton & Young
1619 North 14th St.
Boise, Idaho

Gentlemen:

We are forwarding to you today, by express, a fully executed copy of Contract No. 2298 which was awarded to you on March 21, 1940, for construction of 81 ft. of composite trestle and 0.35 mile of highway roadbed on the Catherine Creek Bridge Section of the Medical Springs Secondary Highway, in Union County. This is for your records and files.

Very truly yours,

Secretary

JM:AM

RECEIVED
JUL 19 1940
FOR FILING

FAS 64-A-1

April 15, 1940

Mr. W. H. Lynch
District Engineer
Public Roads Administration
Post Office Box 3900
Portland, Oregon

Dear Sir:

Herewith are enclosed seven copies of estimate as basis for project agreement for the Catherine Creek Section, Project No. FAS 64-A (1).

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by J. [illegible]. Nash/GS

Encl.

Oregon State Highway Department

Federal Aid Secondary
Project No. 64-A (1)

CATHERINE CREEK SECTION OF THE
MEDICAL SPRINGS HIGHWAY IN UNION COUNTY

(Estimate as basis for project agreement. Based on low bid prices.)

Salem, Oregon April 5, 1948

Roadway

All Required		Clearing and Grubbing		$ 100.00
10	cu. yds.	Trench Excavation	$ 1.50	15.00
11,000	cu. yds.	Excavation, Single Classif.	.20	2,200.00
0.35	mile	Finishing Roadbed and Slopes	500.00	175.00
50	lin. ft.	18" Corr. Iron Pipe	2.50	125.00
160	cu. yds.	Riprap	2.00	320.00
350	cu. yds.	Salvage Surfacing Materials	1.00	350.00
			Subtotal	$ 3,285.00
			10% Engr. & Cont.	328.50
			Total	$ 3,613.50

Structure

85	cu. yds.	Structural Excavation	$ 3.00	$ 255.00
10	cu. yds.	Structural Excavation Below Elevations Shown	5.00	50.00
75	cu. yds.	Class "A" Concrete	24.00	1,800.00
21	M-FBM	Treated Lumber	107.00	2,247.00
13,500	lbs.	Metal Reinforcement	.055	742.50
150	lbs.	Copper	.75	112.50
180	lin. ft.	Concrete Handrail	4.25	765.00
All Required		Removal of Old Bridge		50.00
			Subtotal	$ 6,022.00
			10% Engr. & Cont.	602.20
			Total	$ 6,624.20

Length of Roadway	0.347 mile
Length of Bridge	0.015 mile
Total Length	0.362 mile
Cost per mile, Roadway	$ 10,413.54

SUMMARY OF FUNDS REQUESTED

Item	Total Cost	FAS Funds	State Funds
Roadway	$ 3,613.50	$ 2,206.00	$ 1,407.50
Bridge	6,624.20	4,044.00	2,580.20
	$ 10,237.70	$ 6,250.00	$ 3,987.70

State Funds for Construction: Chap. 175, laws 1917; Chap. 31, laws 1920;
Chap. 529, laws 1939
State Funds for Maintenance: Chap. 529, laws 1939

64-9-1

April 9, 1940

Denton & Young
1619 North 14th St.
Boise, Idaho

Gentlemen:

On March 23 we forwarded to you, by express, four copies of Contract No. 2298 for construction of an 81-foot trestle and 0.35 mile of highway roadbed on the Catherine Creek Bridge Section of the Medical Springs Secondary Highway, in Union County.

We requested that these copies be properly executed and returned to this office. To date we have not received a reply from you. Please advise if you received the copies and when we may expect to have them returned.

Very truly yours,

JM:AM

Secretary

64-a-1

March 23, 1940

DENTON & YOUNG
1619 N. 14th Street
Boise, Idaho

Gentlemen:

We are sending you today by express four copies of Contract No. 2298 which was awarded to you by the State Highway Commission on March 21 covering the construction OF COMposite trestle and highway roadbed on the Catherine Creek Bridge Section of the Medical Springs Secondary Highway, in Union County.

Please execute all four copies of this contract as to agreement and bond and return them to this office for approval by the State Highway Commission. When this has been done a fully executed copy will be returned to you for your records and files. An executed copy will also be sent to the surety on your bond.

Your special attention is called to the paragraph on page 13 of the printed General Provisions, relating to the Workmen's Compensation Act. You are expected to accept the terms of this Act and to carry on your work under this contract in strict conformance therewith.

Your attention is also called to the paragraph on the same page, relating to payment by the contractor of amounts due hospital associations, et cetera.

Very truly yours,

STATE HIGHWAY COMMISSION
By

Secretary

MBL

64-a-1

March 22, 1940

Denton & Young
1619 North 14th St.
Boise, Idaho

Gentlemen:

The State Highway Commission on March 21, 1940, awarded you the contract for construction of 81 ft. of composite trestle and 0.35 mile of highway roadbed on the Catherine Creek Bridge Section of the Medical Springs Secondary Highway, in Union County. This award was based on your low bid of $9,307 submitted on that date.

Contract forms will be sent to you for execution within the next few days.

Very truly yours,

Secretary

AM

cc - Mr. Probert
Mr. Paxson

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION
DISTRICT ONE

MONTANA
OREGON
WASHINGTON

POST OFFICE BUILDING
PORTLAND, OREGON

FAS 64-A-1

MAR 23

March 21, 1940

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

This is to confirm our verbal concurrence in award of contract, as of this date, for Oregon Federal Aid Secondary Project FAS 64-A (1), Catherine Creek Bridge Section of the Medical Springs Secondary Highway, to Denton & Young, Boise, Idaho, who submitted the low bid.

Very truly yours,

W. H. Lynch

W. H. LYNCH
District Engineer

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION
DISTRICT ONE

MONTANA
OREGON
WASHINGTON

POST OFFICE BUILDING
PORTLAND, OREGON

MAR 7

March 6, 1940

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

P. S. and E. documents for Oregon Federal Aid Secondary Highway Project F.A.S. 64-A (1), the Catherine Creek Section of the Medical Springs Highway, have today been recommended for approval. This is your authority to advertise for bids, subject to final review and approval of the plans and specifications by the Commissioner of Public Roads.

Very truly yours,

W H Lynch

W. H. LYNCH,
District Engineer

Oregon State Highway Department

Federal Aid Secondary
Project No. 64-A (1)

CATHERINE CREEK SECTION OF THE MEDICAL SPRINGS HIGHWAY IN UNION COUNTY

(Estimate to accompany plans and specifications. Not as basis for project agreement.)

Salem, Oregon, March 2, 1940

Roadway

All Required		Clearing and Grubbing		$ 200.00
10	cu. yds.	Trench Excavation	$ 1.00	10.00
11,000	cu. yds.	Excavation, Single Classif.	.30	3,300.00
0.35	mile	Finishing Roadbed and Slopes	200.00	70.00
50	lin. ft.	18" Corr. Iron Pipe	2.25	112.50
160	cu. yds.	Riprap	2.00	320.00
350	cu. yds.	Salvaging Surfacing Materials	.70	245.00
			Subtotal	$ 4,257.50
			10% Engr. & Cont.	425.75
			Total	$ 4,683.25

Structure

85	cu. yds.	Structural Excavation	$ 4.00	$ 340.00
10	cu. yds.	Structural Excavation Below Plans	8.00	80.00
75	cu. yds.	Class "A" Concrete	24.00	1,800.00
21	M-FBM	Treated Lumber	100.00	2,100.00
13,500	lbs.	Metal Reinforcement	.05	675.00
150	lbs.	Copper and Bronze	.75	112.50
180	lin. ft.	Concrete Handrail	5.00	900.00
All Required		Removal of Old Bridge		100.00
			Subtotal	$ 6,107.50
			10% Engr. & Cont.	610.75
			Total	$ 6,718.25

Length of Roadway	0.347 mile
Length of Bridge	0.015 mile
Total Length	0.362 mile
Cost per mile, Roadway	$ 13,496.39

SUMMARY OF FUNDS REQUESTED

Item	Total Cost	F/A Funds	State Funds
Roadway	$ 4,683.25	$ 2,859.00	$ 1,824.25
Bridge	6,718.25	4,101.00	2,617.25
	$ 11,401.50	$ 6,960.00	$ 4,441.50

CATHERINE CREEK SECTION

PROJECT NO. FAS 64-A (1)

All necessary right of way has been acquired for this project.

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

March 2, 1940

CONTRACT #2299

FAS 23-C-1 Castor Ranch-Joseph Sec., 1940
Hurricane Creek Co. Road
#2299

RECEIVED
MAR 28 1945
FOR FILING

FAS 23-(C)-1

March 27, 1945

Mr. Glenn Jacob
County Engineer
Enterprise, Oregon

Dear Mr. Jacob:

I have asked Mr. Collier to keep in touch with you and at the proper time to arrange for joint inspection of the Enterprise-Hurricane Creek-Joseph road with you and with the inspector from the Public Roads Administration.

If you desire, we will be glad to perform the work for you under the same conditions as last year.

Very truly yours,

R. H. Baldock
State Highway Engineer

RHB:HI

COUNTY OF WALLOWA
STATE OF OREGON
Enterprise

GLENN JACOB
County Engineer

March 24, 1945

Mr. R.H. Baldock
State Highway Engineer
Salem, Oregon

Dear Mr. Baldock:

I want to thank you for your letter of March 19. It is too early in the season to determine the full amount of damage that freezing has done to the Enterprise-Hurricane Creek-Joseph road. The sections that have always broken up each year are now showing signs of breaking again. These sections evidently need additional drainage before it will be possible to hold the oiled surface. The entire road should have a seal coat after the necessary drainage and patching is completed.

We would appreciate having Mr. Collier and an inspector from the Public Roads Administration come in and go over the road. It will again be necessary to call on the state crew to do the repair work this year as we have neither the men or equipment.

We have heard the sad news that the Washington State Legislature is turning the Enterprise-Lewiston Highway over to Asotin County. It is that section south of Anatone to the state line and would include that 3.5 miles that has not been graded. It appears that it is too late now to try and forestall such action. Several persons wanted me to call you, to find out if you had any suggestions as to what action we should take to keep this road on the highway system rather than have it go to Asotin County. We will weclome any idea that you have to offer.

Yours very truly,

Glenn Jacob

Glenn Jacob, County Engineer

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MAR 2 5 1945
OREGON
STATE HIGHWAY COMMISSION

(Copies sent to W. H. Lynch, E. A. Collier, Oscar Cutler)

RECEIVED
MAR 27 1945
FOR FILING

March 24, 1945

Mr. W. H. Lynch
District Engineer
Public Roads Administration
P. O. Box 3900
Portland 8, Oregon

Dear Sir:

In response to your communication of March 21, advise that I believe that your suggestion that the Public Roads Administration maintenance inspector accompany a representative of the State Highway Department and a representative of the County Court on the inspection of roads on the federal secondary system which are being maintained by the County is well taken. To that end, would suggest that, if possible, your inspector inform us of his itinerary as far in advance as possible and we can contact the County Court and arrange for a representative of this department to accompany your inspector on the trip.

I also believe it would be a good thing if the representative from both your department and this department would call upon the county courts occasionally and discuss the problem of maintenance standards with them and I believe that personal contact will remove the main objections and irritations that some of the correspondence has probably caused.

We welcome your suggestion and will be glad to cooperate with you in this matter.

Very truly yours,

R. H. Baldock
State Highway Engineer

RHB:HI
cc Mr. E. A. Collier
Mr. Oscar Cutler

COPY

Federal Works Agency
PUBLIC ROADS ADMINISTRATION
District One

Post Office Building
Portland 8, Oreg.

March 21, 1945

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

Reference is made to your letter of March 19, 1945, to Mr. Glenn Jacob, County Engineer of Wallowa County, in regard to the maintenance of FAS 23-A & C, Hurricane Gulch Road.

The case of this road emphasizes the situation which may well become more of a problem as the improvement of secondary roads expands after the war and the counties become responsible for the maintenance of a greater mileage of roads built with State and Federal funds.

We know that you, as well as this Administration, are seriously interested in the preservation of the investments thus made. We believe that the counties are toom yet in some instances, possibly due to lack of funds, or inexperience or organization which in no way reflects on the integrity of the officials concerned, the maintenance of certain of these roads may be neglected to the point where there is serious impairment, necessitating the expenditure of funds which may seem out of proportion to the importance of the road concerned. Were these repairs made in an orderly manner before the extent of deterioration assumed large proportions, the burden would not become so heavy.

It would appear that in some cases this may be due to lack of planning on the part of the county or possibly misconception by them of what is required by the State and this Administration to satisfy the maintenance obligation. With that in mind we would like to suggest that maintenance inspections this year of county-maintained Federal Aid projects be made in advance of the maintenance season jointly with a member of your staff or, when more convenient, with someone from a Division Office and a representative of the county. Under this arrangement we believe the counties would become better informed as to what will be expected not only on present Federal Aid projects but on the large number which may possibly be built in the postwar era. It would seem logical to develop now with the counties some reasonable standard of maintenance which would satisfy all parties concerned.

Very truly yours,

(Sgd) W. H. LYNCH

W. H. LYNCH
Division Engineer

RECEIVED
MAR 22 1945
FOR FILING

March 19, 1945

Mr. Glenn Jacob
County Engineer
Wallowa County
Enterprise, Oregon

Dear Sir:

I have before me your letter of March 14. Some few years ago the Congress, through the Public Roads Administration, made available to the various state highway departments funds for the building of a federal secondary highway system, including some county roads. This was done on a trial basis to determine the best method of building a better system of rural highways over the United States.

The last Congress set a new milestone in federal aid legislation in the passage of the 1944 Road Act which vastly increased the moneys available for expenditure on an augmented federal aid secondary system. This will permit the addition of new mileages of county roads to the system and requires the State Highway Commission, in cooperation with the county officials, to select such a system, subject to the final approval of the Public Roads Administration. In a short time we will contact you about such roads in Wallowa County.

Inasmuch as the Highway Commission is matching the funds and not calling upon the counties to contribute toward this rather material expense, and because it will take all the funds that the State has to do this, the State will not be in position to take over the maintenance of very many more roads. It would, therefore, seem that the counties, which will eventually be relieved of the substantial burden of constructing such highways, should assume their maintenance.

One of the conditions for the expenditure of this money on county roads is that the counties will agree to maintain the roads after they are built. Periodically, the Public Roads Administration sends out an inspector to check the condition of the roads and the Public Roads Administration contacts this office to take up the matter of maintenance with the county authorities. It may be, before all this procedure is completed, that the conditions of which the Federal Government complained will have been remedied, and, if the county authorities will immediately notify us, we will notify them.

You state that on July 31, 1944 you wrote to this Commission stating that the Enterprise-Joseph Road had been repaired, that the work was done by the State Highway Commission and paid for by the County. I presume that the necessity for this maintenance was the damage during the winter of 1943-44, and I suspect that the inspector of the Public Roads Administration had in mind maintenance work made necessary by the winter of 1944-45. He merely called this to our attention, as is his duty, and we are transmitting the information to you. I know of no other way that we can work under that law. Please understand it is not a personal criticism of you in any manner. The Public Roads Administration must make the routine checks under the law and I am sure that you will find the State Highway Department very cooperative in an endeavor to assist you in every way possible to meet the requirements of the Public Roads Administration. If at any time those requirements are, in your opinion, excessive, we will arrange for a joint inspection by the representatives of the county, the representatives of the Highway Department, and the representative of the Public Roads Administration.

You did not recite in your letter the present condition of this road or your opinion of what should be done, if anything. If you so desire, I will send Mr. Collier to make an inspection with you, and ask Mr. Lynch to have his inspector present. At that time the matter can be fully discussed on the ground. If it is necessary to do certain work and if the county does not have the men or equipment to do it, we will try to arrange to have the necessary repairs made when the conditions are such that they can be made economically and bill you for the expense.

Please advise your wishes in this matter.

Very truly yours,

R. H. Baldock
State Highway Engineer

RHB:HI
cc Mr. W. H. Lynch
Mr. E. A. Collier
Mr. Oscar Cutler

COUNTY OF WALLOWA
STATE OF OREGON
Enterprise

GLENN JACOB
County Engineer

March 14, 1945

Oregon State Highway Commission
Salem, Oregon

Re: Enterprise-Hurricane Creek-
Joseph County Road

Gentlemen:

Mr. Baldock's letter of March 9, 1945 addressed to County Judge Ben Weathers has been referred to this office. On July 31, 1944 I wrote to the Commission giving you the information that the Enterprise-Hurricane Creek-Joseph Road had been repaired. This work was done by a state crew and payed for by the county. As the county does not own oil patching equipment, we have arranged to have the repair work done by the state crew. This matter is taken up with the La Grande Division office each year and a deposit made in advance to cover the cost of labor and materials used.

Evidently the inspector for the Public Roads Administration made no effort to contact any of the county officials to find out what plans had been made to cover the maintenance work on the road.

If the present set up is not satisfactory to the Highway Commission and the Public Roads Administration it would be well for them to take over the road. This county has seven regular employees left to take care of maintenance on over 1200 miles of road.

Yours very truly,

Glenn Jacob

Glenn Jacob, County Engineer

CC W.C. Lynch

RECEIVED
[illegible] 1945
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
MAR 13 1945
FOR FILING

FAS 23 C-1

March 9, 1945

Honorable Ben Weathers
County Judge of Wallowa County
Enterprise, Oregon

My dear Judge:

On July 24, 1944 I addressed a letter to the Honorable County Court of Wallowa County at the request of Mr. W. H. Lynch, Division Engineer of the Public Roads Administration, advising that maintenance inspection was made on July 14 by a representative of the Public Roads Administration of Oregon Project FAS 23-C, the Hurricane Creek County Road, extending from Enterprise to Joseph via Hurricane Creek, and more particularly to the Castor Ranch-Joseph Section.

At that time the report of inspection advised that the surface was in poor condition, and in my letter of July 24 I requested that the court advise what plans the county had for the repair of the bituminous surface, so that Mr. Lynch of the Public Roads Administration could be advised.

No reply was received from the court on this matter, but the county engineer advised that the road would be repaired.

It would be much appreciated if you will advise me whether the road surface was repaired and what your plans are for the maintenance of this particular road for 1945.

There is an agreement executed by the County Court of Wallowa County and the State Highway Commission whereby the county agrees to maintain this road in a manner satisfactory to the State Highway Department and the Public Roads Administration.

Very truly yours,

R. H. Baldock
State Highway Engineer

RECEIVED
MAR 13 1945
FOR FILING

FAS 23-C-1

March 9, 1945

Mr. W. H. Lynch
Division Engineer
Public Roads Administration
Post Office Box 3900
Portland 8, Oregon

Dear Sir:

I wish to acknowledge receipt of your letter of March 5 with reference to Oregon Project FAS 23-C, Hurricane Creek County Road, Custer Ranch-Joseph Section, in which you refer to your letter of July 1, 1944 with regard to maintenance conditions on the above named project.

On July 24, 1944 this matter was called to the attention of the Wallowa County Court, and they were requested to advise what plans the county had for repairing the bituminous surface.

The county court did not reply by letter, but Mr. Cutler was advised by the County Engineer that the road would be repaired.

We will again write to the County Court of Wallowa County asking what work was performed in 1944 and what they plan to do in connection with maintenance of the road during 1945.

Very truly yours,

R. H. Baldock
State Highway Engineer

MONTANA
OREGON
WASHINGTON
RECEIVED
MAR 7 - 1945
FOR FILING

FAS 23-C

PUBLIC ROADS ADMINISTRATION
FEDERAL WORKS AGENCY
DISTRICT ONE

POST OFFICE BUILDING
PORTLAND 8, OREGON

March 5, 1945

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

NOTED
State Highway Engineer

Dear Sir:

Re: Oregon Project FAS 23-C, Hurricane Creek County Road, Castor Ranch-Joseph Section

Reference is made to our letter of July 21, 1944, to you regarding maintenance conditions on the above project.

To date we have not received a reply from you concerning same, and would appreciate being advised as to whether the matter has been brought to the attention of Wallowa County.

Very truly yours,

W. H. LYNCH
Division Engineer

RECEIVED
MAR 6 - 1945
OREGON
STATE HIGHWAY COMMISSION

Copy sent to Cutler

RECEIVED
JUL [illegible] 1944
FOR FILING

FAS 23 - C

July 24, 1944

Honorable County Court of Wallowa County
Enterprise, Oregon

Gentlemen:

This Department is in receipt of a letter under date of July 21 from Mr. W. H. Lynch, District Engineer, Public Roads Administration in Portland, advising that maintenance inspection was made on July 14 by a representative of the Public Roads Administration, of Oregon Project FAS 23-C, Hurricane Creek County Road, Castor Ranch-Joseph Section.

The report of inspection states that the surface is developing many holes which are broken through and into the base rock. These should be patched this season and the entire surface needs a seal. It was requested that this Department bring the matter of the poor condition of the bituminous surface to the attention of Wallowa County.

When federal funds were allocated by the Public Roads Administration and the State Highway Commission for the improvement of this county road the county court executed an agreement with the State Highway Commission that sufficient funds would be provided for the maintenance of the road after it was constructed and that the road would be maintained in a condition satisfactory to the Federal Government and the State Highway Commission.

Will you please advise what plans the county has for the repair of the bituminous surface of the Hurricane Creek County Road for this year, so that we may advise the Public Roads Administration.

Very truly yours,

R. H. Baldock
State Highway Engineer

FAS 23-C

July 21, 1944

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Attention: Mr. Oscar Cutler
Assistant Staff Engineer

Dear Sir:

Maintenance inspection of Oregon FAS 23-C, Hurricane Creek County Road, Castor Ranch-Joseph Section, was made on July 14.

The report of inspection states that the surface is developing many holes which are broken through and into the base rock. These should be patched this season and the entire surface needs a seal. There are a number of other elements of maintenance on this project in poor shape, which, however, could be overlooked for the present. We ask, however, that you bring the matter of the poor condition of the bituminous surface to the attention of Wallowa County.

Very truly yours,

W. H. LYNCH
District Engineer

NOTED

RECEIVED
JUL 22 1944
OREGON
STATE HIGHWAY COMMISSION

Original sent to Cutler

R H Baldock

FAS 2[illegible]-[illegible]1

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APR 10 1941
FOR FILING

March 31st, 1941

COST ANALYSIS-FINAL REPORT

Hurricane Creek Co. Road, Castor Ranch-Joseph Section
Contract No. 2299 Prefix 232-1008
Norris Bros., Contractors
L. H. Warfield, Resident Engineer

Item	Cost	Quantity	Unit Cost	Unit Bid	Gross Revenue
Clearing & Grubbing	$225.00	100%			$1,000.00
Trench Excavation	140.26	165.1 cu. yd.	$0.85	$1.00	165.10
Excavation, Single Class	4,301.40	16,985.6 " "	0.253	0.25	4,246.40
Truck Haul	941.86	5,232.6 yd. mi.	0.18	0.12	627.91
Finishing Roadbed & Slopes	790.00	1.58 Miles	500.00	250.00	395.00
12" Concrete Pipe	207.90	198 lin. ft.	1.05	1.25	247.50
18" " "	855.00	450 " "	1.90	2.25	1,012.50
24" Corr. Iron Pipe	68.20	22 " "	3.10	4.00	88.00
48" " " "	300.00	40 " "	7.50	9.00	360.00
Salvaging Culvert Pipe	59.40	54 " "	1.10	1.50	81.00
Gravel Subbase	1,564.36	4,228 cu. yd.	0.37	0.35	1,479.80
Hauling "	529.90	3,506 yd. mi.	0.15	0.10	350.60
Screened Gravel Base	2,006.00	1,180 cu. yd.	1.70	1.50	1,770.00
Sprinkling	252.50	202 M-Gal.	1.25	2.00	404.00
Preparation of Base	240.00	1.6 Miles	150.00	300.00	480.00
Hauling & Placing Mineral Aggregate	463.60	488 cu. yd.	0.95	0.75	366.00
RC-3 Asphalt in Binder Course	883.88	23.57 Tons	37.50	35.00	824.95
SC-6 Road Oil In Place	884.63	23.59 "	37.50	35.00	825.65
Structural Excavation	686.20	149.5 cu. yd.	4.60	4.50	672.75
Class "A" Concrete	4,122.92	144.36 " "	28.60	28.00	4,042.08
Metal Reinforcement	1,599.42	24,124 lbs.	0.066	0.065	1,568.06
Treated Lumber	2,359.79	21.032 M-FBM	112.20	110.00	2,313.52

Castor Ranch-Joseph Cost Analysis.

Item	Cost	Quantity	Unit Cost	Unit Bid	Gross Revenue
Metal Handrail	$743.58	121.5 lin. ft.	$6.12	$6.00	$729.00
PA #1, Remove Trees and Boulders	20.00	100%		20.00	20.00
PA #2, Cement Adjustment		5.25 Bbl.s		3.19	- 16.75
Deduction - Excess Engineering Costs					- 15.11
	$24,245.80				$24,037.96

Total Cost	$24,245.80
Gross Revenue	24,037.96
Net Loss	$207.84

Net Loss Equals 0.9% of Gross Revenue

Detail of Cost

Labor:				
Supervision (Guy Norris, 2 mos. at $200.00)			$400.00	
Labor			3,825.91	
State Industrial Accident Insurance			114.78	
Social Security & Unemployment Insurance			153.05	$4,493.74
Materials:				
Culvert Pipe				1,220.41
Equipment Rental, Supplies & Miscellaneous:				
Equipment Rental			$2,851.70	
Rented Equipment			950.00	
Gas, Oil and Grease			1,717.79	
Small Tools, Supplies & Misc.			514.62	
General Expense & Move In			868.49	
Bond			189.03	
Home Office - 2%			480.76	7,572.39
Denton & Young, Sub-contractors:				
Structural Excavation	149.5 cu. yd.	at $4.50	$672.75	
Class "A" Concrete	144.36 "	" 28.00	4,042.08	
Metal Reinforcement	24,124 lbs.	" 0.065	1,568.06	
Treated Lumber	21.032 M-FBM	" 110.00	2,313.52	
Metal Handrail	121.5 lin. ft.	" 6.00	729.00	
Less Deduction			- 16.75	9,308.66
R. O. Dail & Warren Bros.:				
RC-3 Asphalt in Binder Course	23.57 tons	at $35.00	$824.95	
SC-6 Road Oil in Place	23.59 "	" 35.00	825.65	1,650.60
				$24,245.80

Castor Ranch - Joseph Section

REMARKS:

This contract consisted of the construction of two timber bridges and one reinforced box culvert and the grading, surfacing and oiling of 1.58 miles of roadway. It was bid March 21st, 1940; work was started April 5th and finished September 7th.

Denton & Young performed the timber and concrete work, and R. O. Dail & Warren Bros. the oiling.

For grading the contractor used a 50 h.p. cat & 6 cu. yd. scraper and a 1 cu. yd. shovel and trucks. The excavation material consisted mostly of gravel, some of which was of such a large size that some difficulty was experienced in getting the scraper loaded. Of the total excavation yardage of 17,000 cu. yds., only 7,000 cu. yds. were moved by the scraper. As the haul on this job was white long it might have been more economical to have moved in a larger cat and scraper. Due to shallow cuts and large boulders finishing costs were above average.

The topping pit contained a large amount of oversize. In order to save the cost of hand picking of the large rock from the road, the contractor erected a grizzly unit mounted on skids. The shovel loaded directly on the grizzly, the small size dropping into truck and the oversize going over the sides. As the unit was hooked by cable to the shovel, it moved forward with the loader. The shovel averaged about 60 cu. yd. per hour, of which about 20 cu. yd. were oversize.

This job was bid quite low considering the small quantities and the amount of oversize in the gravel pit.

E. H. Clymer
Cost Analyst

By . . Henry Jullum

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FAS 22-C-1

November 23, 1940

NORRIS BROS.
702 Hoge Building
Seattle, Washington

Gentlemen:

At the meeting of the State Highway Commission held on October 11, 1940, the following action was taken on your request for extension of time:

> "Norris Bros., Contract No. 2299, for grading, surfacing and oiling the Castor Ranch-Joseph Section of the Hurricane Creek County Road, in Wallowa County, requested an extension of time of 7 days, from August 31 to September 7, 1940, within which to complete this project. They attributed their failure to complete the project within the specified time limit to the nature of the material pit which proved to be much more difficult to work than was anticipated, and uncertainty as to when the oiling work could be performed. The Engineer advised that in his opinion the material pit, while difficult to handle, was no more so than should have been anticipated inasmuch as test holes were excavated to show the nature of the pit; further, that no uncertainty should have resulted as to the time of the oiling if the grading and surfacing work had been completed on time. It was his thought that the real reason for the failure of the contractors to complete the project within the specified time was negligence on their part in failing to commence work at an earlier date. He recommended, in view thereof, that the extension of time requested be granted but that the contractors be required to reimburse the state for extra engineering expense incurred subsequent to the specified date of completion. A letter was presented from the Public Roads Administration concurring therein. The Commission approved the recommendation unanimously."

Very truly yours,

STATE HIGHWAY COMMISSION

By

Secretary

cc - W. C. Williams

MBL

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NOV 4 1940
FOR FILE

FAS 23-C-1

November 1, 1940

United Pacific Insurance Company
Jo Stroyan, Agent
Board of Trade Building
Portland, Oregon

Gentlemen:

You are hereby notified that State Highway contract No. 2299, for grading, surfacing and oiling on the Castor Ranch-Joseph Section of the Hurricane Creek County Road, in Wallowa County, has been completed by the contractor, Morris Brothers, and that final settlement will be made by the state with said contractor for work done under said contract on or after November 11, 1940.

The State is not advised of any unpaid claims for labor or material, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the State assumes no responsibility for any such claims should there be any.

This notice is served upon you as you appear as surety on the bond furnished by the above contractor. Kindly acknowledge receipt of this letter.

For your information we wish to advise that the total amount paid the above contractor in connection with this contract will be $24,037.96 including final payment.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

By

RS

Secretary

NOTED
D. G. DeSart

FAS 23-C-1

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NOV 25 1940
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FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION
DISTRICT ONE

MONTANA
OREGON
WASHINGTON

POST OFFICE BUILDING
PORTLAND, OREGON

October 21, 1940

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

Final inspection of Oregon Federal Aid Secondary Project FAS 23-C (1), Castor Ranch-Joseph Section of the Hurricane Creek County Road, was made by a representative of this office on September 17, 1940.

We have had no answer to our letter of July 8, 1940, regarding submission of a revised project statement sketch map for this project. This matter should be cleared up prior to submission of the final voucher.

Copies of map
handed to J. Davis at
Comm. meeting in Portland

Very truly yours,

W. H. LYNCH
District Engineer

By L J Caufield
L. J. Caufield
Sr. Highway Engineer

Ira

LIABILITY & PROPERTY DAMAGE---STEAM BOILER---PLATE GLASS---GROUP DISABILITY

~~FAS 23-C-1~~

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SEP 23 1940
FOR FILING

UNITED PACIFIC
Insurance Company
EXCHANGE BUILDING
SEATTLE, WASHINGTON

PORTLAND OFFICE
627 BOARD OF TRADE BUILDING
PORTLAND, OREGON

September 20th, 1940.

Oregon State Highway Commission
Salem, Oregon.

Attention: Mr. H.B. Glaisyer, Secretary

Gentlemen:

RE: CONTRACT NO. 2299 - CASTOR RANCH-JOSEPH SECTION OF HURRICANE CREEK COUNTY ROAD, WALLOWA COUNTY - NORRIS BROS., CONTRACTORS.

This will acknowledge receipt of and thank you for your letter of September 19th advising that it is the intention of your Department to make semi-final payment to Norris Bros., on the above contract on or after September 30th, 1940.

Yours very truly,

UNITED PACIFIC INSURANCE COMPANY

J Stroyan

Jo Stroyan - Portland Office

JS
CC:HO

NOTED
D. G. DeSart

RECEIVED
SEP 20 1940
FOR FILING
FAS 23-C-1

September 19, 1940

UNITED PACIFIC INSURANCE COMPANY
Jo Stroyan, Local Agent
Board of Trade Building
Portland, Oregon

Gentlemen:

You are advised that it is the intention of the State Highway Commission to make semi-final payment to Norris Bros. on Contract No. 2299, Castor Ranch-Joseph Section of the Hurricane Creek County Road, in Wallowa County. This payment will be made on or after September 30, 1940.

Kindly acknowledge receipt of this letter.

Very truly yours,

STATE HIGHWAY COMMISSION
By

Secretary

DGD:MBL

NOTED
D.G. DeSart

Form B-1-[illegible]

FA

OREGON STATE HIGHWAY COMMISSION

FIELD ENGINEER'S WEEKLY REPORT #23 final

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending September 7, 1940

Section Castor Ranch-Joseph

Kind of work Structure, grading, surfacing, oiling

Highway Hurricane Creek County Road

Section prefix 282-1008

Contractor Norris Brothers

Contract number 2299

Date of contract March 21, 1940, 19

Date of completion August 31, 1940

Date work started April 5, 1940, 19

Estimated date of completion September 7, 1940

Amount of contract $25,204.50

Per cent of time elapsed 104 %

Estimated cost of completed project, exclusive of engineering $24,050.00

Per cent of contract completed, based on total contract price 100 %

Engineering cost to date, $1550, %

Date project was completed September 7, 1940

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

Activity for the week consisted of maintenance of oil mat, building berms at bridge bulkheads and a general cleanup. Inspection made with Division Engineer W. C. Williams yesterday and instructions given to do a small amount of filling in at end of bulkheads, smoothing up one road approach and some other small jobs.

All work completed today.

Mr. G. S. Paxson, and Mr. M. Stephenson made inspection of project on Wednesday.

Final Report

NOTED
RAY WEBBER

RECEIVED
SEP 11 1940
OFF[illegible]
CONST

Signed Cannon

Address Box 908, La Grande

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project	1.58			1.60	
Miles partially completed					
Miles completed	1.58			1.60	
Total estimated quantities	19000				
Estimated quantities moved or placed to date	17000 ~~[illegible]~~				
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day	1				
Hours per shift	8				
Average force on project for week	4				

Percentages of men employed on contract to be secured from:

.... County, ...%; .... County, ...%; .... County, ...%; .... County, ...%

	NUMBER USED AND SECURED FROM					CONTRACTOR'S KEY MEN, ETC.	TOTAL
	COUNTY	COUNTY	COUNTY	COUNTY	OTHER SOURCES		
Men							
Men and teams							
Men and trucks under 3 tons							
Men and trucks over 3 tons							
Men and tractors							

Equipment used during week: Shovels ...., Power graders ...., Rollers ...., Mixers ...., Crushing or screening plants ....,

Compressors ...., Bulldozers ...., Sheet-foot rollers ...., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday	clear		
Monday	partly cloudy rain in night		
Tuesday	clear		
Wednesday	rain		
Thursday	cloudy		
Friday	scattered clouds		
Saturday	clear		

STATE PRINTING DEPT.

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JUL 22 1940
FOR FILING

FAS 23-C-1

July 20, 1940

Mr. W. H. Lynch
District Engineer
Public Roads Administration
P. O. Box 3300
Portland, Oregon

Dear Sir:

In accord with the request contained in your letter of July 18, 1940, we are enclosing herewith one copy of special provision page number one for the Castor Ranch-Joseph Section, Project No. FAS 23-C (1).

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dist. by J. W. Nash/ER

Encl.

RECEIVED

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION
DISTRICT ONE

MONTANA
OREGON
WASHINGTON

POST OFFICE BUILDING
PORTLAND, OREGON

July 18, 1940

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

In two instances recently it has been necessary for our Washington Office to call our attention to variations between certified copies of contracts and P.S.& E. proposal forms for Federal Aid projects.

The first of these was in connection with Oregon Federal Aid Project 132-H (1), Water Street Partial Viaduct in Oregon City. In this case the certified copy of the contract included ten pages of special provisions, the tenth page relating to the possibility of a combination bid with the South Unit of the Oregon City paving work under the same project number. The special provisions in the P.S.& E. proposal form did not contain page ten. No action in connection with this project is necessary on your part as we had here an available copy of the missing page ten to forward to Washington.

The other case was in connection with Oregon Federal Aid Secondary Project FAS 23-C (1), Castor Ranch-Joseph Section of the Hurricane Creek Road. In this instance the P.S.& E. proposal form contains two copies of page two of the special provisions, page one apparently having been inadvertently omitted therefrom. Will you kindly forward a copy of page one of the special provisions in order that we may have one to forward to Washington to complete the proposal form of the P.S.& E. submission.

Very truly yours,

W. H. LYNCH
District Engineer

By LJCaufield
L. J. Caufield
Sr. Highway Engineer

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FOR FILING

FEDERAL WORKS AGENC
PUBLIC ROADS ADMINISTRATION

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

POST OFFICE BUILDING
PORTLAND, OREGON

FAS 23-C-1

Stencil No. 121

IN YOUR REPLY PLEASE
REFER TO FILE No. Oregon FAS 23-C (1)
Castor Ranch-Joseph Sec.
Hurricane Cr. Co. Road

July 15, 1940

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

We are forwarding herewith, for your files, an executed copy of the __________________ project agreement and certificate for the above numbered project.

Very truly yours,

W. H. LYNCH
District Engineer

By L. J. Caufield
L. J. Caufield
Sr. Highway Engineer

Encls.

Jon

WA4pr-6205.

Form P. R. 2

State Oregon

Federal Aid Secondary

Project No. FAS 23-C(1)

PROJECT AGREEMENT

MEMORANDUM OF AGREEMENT made this 7th day of June, 1940

by and between The Oregon State Highway Commission, constituting

for the purpose hereof, the Highway Department of the State of Oregon hereinafter called the Highway Department, and the Federal Works Administrator, hereinafter called the Administrator, under and pursuant to the provisions of the act of Congress approved July 11, 1916 (39 Stat., 355), entitled "An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes," and of the act approved November 9, 1921 (42 Stat., 212), entitled "An Act to amend the Act entitled 'An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes,' approved July 11, 1916, as amended and supplemented, and for other purposes," and acts amendatory thereof or supplementary thereto, particularly Section 7 of the Act approved June 16, 1936, 49 Stat. 1521 (Public No. 686, 74th Congress);

Whereas the Highway Department of said State submitted on the 7th day of May, 1938, a project statement, which was approved on the 1st day of June, 1938, for the proposed construction of a project consisting of the road hereinafter described; and

Whereas the Highway Department, in accordance with the rules and regulations promulgated for the administration of the Federal Highway Act, has furnished surveys, plans, specifications, and estimates for Section C(1) of said project which were recommended for approval by the District Engineer of the Public Roads Administration on the 1st day of February 1940; and

Whereas the Administrator has certified to the Secretary of the Treasury his approval of said surveys, plans, specifications, and estimates, and the sum of sixteen thousand, six hundred forty and 00/100 dollars ($16,640.00) as the share of the United States payable under said act on account of Section C(1) of said project, which does not exceed the authorized Federal pro rata share of the approved total estimated cost thereof:

Now, therefore, in consideration of the premises and of the several promises to be faithfully performed by each, as hereinafter set forth, the Highway Department and the Administrator do hereby mutually agree as follows:

FUNDS AT THE DISPOSAL OF THE HIGHWAY DEPARTMENT

ARTICLE I. Funds for the use of the Highway Department in the construction of said project have been made available in the following manner, to wit:

(*a*) By the State from Chap. 175, laws 1917; Chap. 31, laws 1920; Chap. 529, laws 1939.
(Include date and citation of act of legislature by which authorized)

(*b*) From other sources
(State how placed under direct control of Highway Department)

ROAD EMBRACED IN PROJECT

ARTICLE II. This agreement covers the following highway as described in detail in said surveys, plans, and specifications:

Between survey station 295+00 the east end of Sec. B of said project, in the NE 1/4 of Section 36, T. 2 S., R. 44 E., W.M., and survey station 379+39.7 at the intersection of Wallowa Avenue and Main Street in Joseph, length 1.598 miles, in Wallowa County, being Section C(1) of Oregon Federal Aid Secondary project No. FAS 23, consisting of 1.583 miles of roadway and two bridges, each of more than 20 feet clear span, 0.015 of a mile in length.

16—11379 GPO

CHARACTER AND METHOD OF CONSTRUCTION

ARTICLE III. The Highway Department will construct or cause to be constructed to final completion said project, in strict compliance with said plans and specifications, which are made a part hereof, under its direct supervision, which shall include adequate inspection throughout the course of construction, subject at all times to inspection and approval by the Administrator or his agents, and in accordance with the laws of said State, the rules and regulations of the Administrator, and the following conditions:

(*a*) It is agreed that the construction work on the project shall be performed by contract, unless the performance thereof by force account shall be approved by the Administrator or his authorized representatives. Such construction work as may be performed by force account shall be paid for on the basis of the units of work performed at the unit prices set forth in the estimate as approved by the Administrator, except that where the total actual cost is ascertained to be less than the estimate so approved the total Federal payments shall not exceed the Federal pro rata share of such total actual cost.

UNITED STATES PRO RATA SHARE OF THE COST OF SAID PROJECT

ARTICLE IV. The United States pro rata share of the value of the labor and materials which shall be actually put into the construction of Section C(1) of said project shall not in any event exceed the sum of sixteen thousand, six hundred forty and 00/100 dollars ($16,640.00), certified to the Secretary of the Treasury as above mentioned, which does not exceed the authorized Federal pro rata share of twenty-eight thousand, one hundred seventy and 45/100 dollars ($28,170.45), the approved total estimated cost of Section C(1) of said project.

PAYMENTS

ARTICLE V. As the construction of said project progresses, the Administrator shall from time to time draw warrants on the Secretary of the Treasury for the payment to State Treasurer

(Official or depository)

hereby designated by the Highway Department for that purpose and authorized under the laws of said State to receive public funds of the State of Oregon
(Name)
of such sums as shall not, together with previous payments, exceed the United States pro rata share, as above specified, of the value, as determined by the Administrator after inspection and approval, of the labor and materials which have actually been put into said construction work in compliance with the requirements of Article III hereof.

The Administrator reserves the right to withhold such sum as he may deem necessary to insure completion of construction in compliance with said plans and specifications.

MAINTENANCE OF PROJECT

ARTICLE VI. The Highway Department will maintain said project in compliance with said acts of July 11, 1916, and November 9, 1921, out of funds which have been or will be made available therefor by said State in the manner herein set forth, to wit: Chap. 529, laws 1939.
(Include reference to statute authorizing funds and probable amount annually available)

The Highway Department will use every means within its power to insure proper and permanent maintenance of said project, and to that end will provide for the constant making of needed repairs to preserve a smooth-surfaced highway.

Showing of authority of the Highway Department to execute agreements will be found in the agreement for project No. 112.

In witness whereof the parties have hereunto affixed their signatures, the Highway Department on the day and year first above written and the Administrator on the ______ day of

JUN 29 1940, 19__

OREGON STATE HIGHWAY COMMISSION
(Official title of Highway Department)

By Henry F. Cabell
Chairman, State Highway Commission
(Title of officer)

By ______
Member, State Highway Commission
(Title of officer)

By ______
Member, State Highway Commission
(Title of officer)

By ______
______
(Title of officer)

By ______
______
(Title of officer)

FEDERAL WORKS ADMINISTRATOR,

By O'Leary
Acting Commissioner of Public Roads.

Form PR. 3—Revised

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION

CERTIFICATE OF APPROVAL OF PLANS, SPECIFICATIONS, AND ESTIMATES

(Under "An Act to provide that the United States shall aid the States in the construction of rural roads, and for other purposes," approved July 11, 1916, and acts amendatory thereof and supplementary thereto.)

To

THE SECRETARY OF THE TREASURY, AND

THE STATE HIGHWAY DEPARTMENT OF THE STATE OF Oregon

Pursuant to the acts above cited, I hereby certify—

FIRST. That in accordance with the provisions of said acts, I have approved the plans, specifications, and estimates submitted by the State Highway Department of the State of Oregon for the construction of a highway designated in the records of this Agency as Federal Aid Secondary Project No. FAS 23-C(1) State of Oregon

SECOND. That in accordance with said provisions I have approved the sum of $28,170.45 as the total estimated cost of said project, and the sum of $16,640.00 as the share of the United States, payable under said acts on account of such project, which does not exceed the authorized Federal pro rata share of said total estimated cost.

Done at the city of Washington, this ______ day of JUN 29 1940
one thousand nine hundred and ______

FEDERAL WORKS ADMINISTRATOR,

By ______
Acting Commissioner of Public Roads.

U. S. GOVERNMENT PRINTING OFFICE 16—10129

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION
DISTRICT ONE

MONTANA
OREGON
WASHINGTON

POST OFFICE BUILDING
PORTLAND, OREGON

MAY 27

May 25, 1940

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

We are forwarding herewith two copies of proposed project agreement for signature and return to this office, covering Oregon Federal Aid Secondary Project FAS 23-C (1), Castor Ranch-Joseph Section of the Hurricane Creek County Road.

Since the location of the proposed construction does not correspond with the location as shown on the project statement sketch map, will you please furnish us five revised copies of the sketch map.

Enclosed is an approved copy of the detail estimate upon which the agreement was based, together with approved copy of specifications.

Very truly yours,

W. H. LYNCH
District Engineer

By T. M. Davis
T. M. Davis
Sr. Highway Engineer

Encls.

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JUL 19 1940
FOR FILING

FAS 23-C-1

April 15, 1940

Mr. W. H. Lynch
District Engineer
Public Roads Administration
Post Office Box 3900
Portland, Oregon

Dear Sir:

Herewith are enclosed seven copies of estimate as basis for project agreement for the Castor Ranch-Joseph Section, Project No. FAS 23-C (1).

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/GS

Encl.

Oregon State Highway Department

Federal Aid Secondary
Project No. FAS 73-C (1)

CASTOR RANCH-JOSEPH SECTION OF THE HURRICANE CREEK ROAD IN WALLOWA COUNTY

(Estimate as basis for project agreement. Based on low bid prices.)

Salem, Oregon, April 5, 1940

WORK OUTSIDE OF CITY

Roadwork (Sta. 295+00 to 358+81.3)

All Required		Clearing and Grubbing		$ 769.00
240	cu. yds.	Trench Excavation	$ 1.00	240.00
14,000	cu. yds.	Excavation, Single Classif.	.25	3,500.00
4,800	yd. mi.	Truck Haul	.12	576.00
1.21	miles	Finishing Roadbed and Slopes	250.00	302.50
310	lin. ft.	12" Concrete Pipe	1.25	387.50
340	lin. ft.	18" Concrete Pipe	2.25	765.00
24	lin. ft.	24" Corr. Iron Pipe	4.00	96.00
44	lin. ft.	48" Corr. Iron Pipe	9.00	396.00
34	lin. ft.	Salvaging Culvert Pipe	1.50	51.00
3,200	cu. yds.	Gravel Subbase	.35	1,120.00
3,000	yd. mi.	Hauling Gravel Subbase	.10	300.00
850	cu. yds.	Screened Gravel Base	1.50	1,275.00
80	cu. yds.	Filler	.35	28.00
80	yd. mi.	Hauling Filler	.15	12.00
80	M-gals.	Sprinkling	2.00	160.00
1.21	miles	Preparation of Base	300.00	363.00
280	cu. yds.	Hauling and Placing Mineral Aggregate	.75	210.00
20	tons	RC-3 Asphalt in Binder Course	35.00	700.00
18	tons	SC-6 Road Oil in Place	35.00	630.00
		Subtotal		$ 11,881.00
		10% Engr. & Cont.		1,188.10
		Total		$ 13,069.10

Structure (Sta. 358+63 to 359+17)

78	cu. yds.	Structural Excavation	$ 4.50	$ 351.00
6	cu. yds.	Structural Excavation Below Elevations Shown	8.00	48.00

58	cu. yds.	Class "A" Concrete	$ 28.00	$ 1,624.00
9,800	lbs.	Metal Reinforcement	.065	637.00
12	M-FBM	Treated Lumber	110.00	1,320.00
124	lin. ft.	Metal Handrail	6.00	744.00
			Subtotal	$ 4,724.00
			10% Engr. & Cont.	472.40
			Total	$ 5,196.40

Length of Roadway	1.217 miles
Length of Structures	.010 mile
Total Length	1.227 miles
Cost per mile, Roadway	$ 10,738.78

Note: Oiling not to be constructed across bridge

WORK WITHIN CITY

Roadwork (Sta. 359+81.3 to 379+39.7)

All Required		Clearing and Grubbing		$ 231.00
20	cu. yds.	Trench Excavation	$ 1.00	20.00
5,000	cu. yds.	Excavation, Single Classif.	.25	1,250.00
500	yd. mi.	Truck Haul	.12	60.00
0.37	mile	Finishing Roadbed and Slopes	250.00	92.50
90	lin. ft.	12" Concrete Pipe	1.25	112.50
190	lin. ft.	18" Concrete Pipe	2.25	427.50
1,000	cu. yds.	Gravel Subbase	.35	350.00
500	yd. mi.	Hauling Gravel Subbase	.10	50.00
250	cu. yds.	Screened Gravel Base	1.50	375.00
20	cu. yds.	Filler	.35	7.00
20	yd. mi.	Hauling Filler	.15	3.00
20	M-gals.	Sprinkling	2.00	40.00
0.37	mile	Preparation of Base	300.00	111.00
80	cu. yds.	Hauling and Placing Mineral Aggregate	.75	60.00
6	tons	RC-3 Asphalt in Binder Course	35.00	210.00
6	tons	SC-6 Road Oil in Place	35.00	210.00
64	cu. yds.	Class "A" Concrete	28.00	1,792.00
9,000	lbs.	Metal Reinforcement	.065	585.00
			Subtotal	$ 5,986.50
			10% Engr. & Cont.	598.65
			Total	$ 6,585.15

Structure (Sta. 373+03 to 373+26)

52	cu. yds.	Structural Excavation	$ 4.50	$ 234.00
4	cu. yds.	Structural Excavation Below Elevations Shown	8.00	32.00
38	cu. yds.	Class "A" Concrete	28.00	1,064.00
6,200	lbs.	Metal Reinforcement	.065	403.00
8	M-FBM	Treated Lumber	110.00	880.00
			Subtotal	$ 2,613.00
			10% Engr. & Cont.	261.30
			Total	$ 2,874.30

Length of Roadway	0.366 mile
Length of Bridge	.005 mile
Total Length	0.371 mile
Cost per mile, Roadway	$ 17,992.21

Note: Oiling is not to be constructed across bridge

SUMMARY OF FUNDS REQUESTED

Item	Total Cost	FAP Funds	State Funds
Work Outside City			
Roadwork	$13,069.10	$ 7,844.00	$ 5,225.10
Structure	6,196.40	3,719.00	2,477.40
Work Inside City			
Roadwork	6,585.15	3,952.00	2,633.15
Structure	2,874.30	1,725.00	1,149.30
	$28,724.95	$ 17,240.00	$ 11,484.95

NON-PARTICIPATING ITEMS

Mineral Aggregate from State-owned Stockpiles

190	cu. yds.	3/4" - ½" Crushed Rock in Stockpile	$1.30	$ 247.00
95	cu. yds.	½" - ¼" Crushed Rock in Stockpile	1.30	123.50
75	cu. yds.	¼" - 0" Crushed Rock in Stockpile	1.00	75.00
				$ 445.50

State Funds for Construction: Chap. 175, laws 1917; Chap. 31, laws 1920; Chap. 529, laws 1939
State Funds for Maintenance: Chap. 529, laws 1939

RECEIVED
APR 10 1940
FOR FILING

[illegible]

April 10, 1940

Morris Brothers
Burlington, Washington

Gentlemen:

We are forwarding to you today, by express, a fully executed copy of Contract No. 2299 which was awarded to you on March 21, 1940, for 1.58 miles grading, surfacing, oiling, and bridge construction on the Caster Ranch-Joseph Section of the Hurricane Creek County Road, in Wallowa County. This is for your records and files.

Very truly yours,

Secretary

JM:AM

April 10, 1940

United Pacific Insurance Co.
Jo Stroyan, Agent
Board of Trade Building
Portland, Oregon

Gentlemen:

We are forwarding to you today, by express, a fully executed copy of Contract No. 2299 which was awarded to Morris Brothers on March 21, 1940, for 1.58 miles grading, surfacing, oiling, and bridge construction on the Castor Ranch-Joseph Section of the Hurricane Creek County Road, in Wallowa County.

This is being sent to you inasmuch as you appear surety on the bond furnished by Morris Brothers in connection with this contract and is for your records and files.

Very truly yours,

JM:AM

Secretary

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
HURON W. CLOUGH, CANYONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM
C. B. McCULLOUGH
ASSISTANT STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

FAS 23-C-1

March 25, 1940

IN REPLY PLEASE REFER TO FILE NO.

Mr. W. H. Lynch
District Engineer
Public Roads Administration
Post Office Box 3900
Portland, Oregon

Attention: Mr. T. M. Davis

Dear Sir:

I am enclosing herewith three copies of maintenance and right of way agreement executed by the County Court of Wallowa County and the State Highway Commission, for Project FAS 23-C (1), a section on the Hurricane Creek County Road.

There are also enclosed three copies of resolution relative to encroachments and traffic regulations, executed by the county, for that portion of the project outside the city limits of Joseph, and encroachment and traffic resolution executed by the city authorities of Joseph for that portion of the project which is located within the City of Joseph.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

Oscar Cutler
Asst. Office Engineer

OC:ME

Encl.

Mr Nash

791 23-C-1

2299

March 25, 1940

MORRIS BROS.
702 Hoge Building
Seattle, Washington

Gentlemen:

We are sending you today by express four copies of each of the following contracts which were awarded to you by the State Highway Commission on March 21, 1940: Weston-McDougall Camp Section, in Umatilla County; and Castor Ranch-Joseph Section in Wallowa County.

Kindly execute all four copies of each of these contracts as to agreement and bond and return them to this office for approval by the State Highway Commission. When this has been done a fully executed copy will be returned to you for your records and files. We will also send an executed copy to the surety on your bonds.

Your special attention is called to the paragraph under Section 5 (page 14) of the printed General Provisions, relating to the Workmen's Compensation Act. You will be expected to accept the terms of this Act and to carry on your work under this contract in strict conformance thereto.

Your attention is also called to the mimeographed page of Additional Special Provisions relating to payment by the contractor of amounts due hospital associations, et cetera.

Very truly yours,

STATE HIGHWAY COMMISSION
By

Secretary

MBL.

7al 33-C-1

March 22, 1940

Morris Brothers

Burlington, Washington

Gentlemen:

The State Highway Commission on March 21, 1940, awarded you the contract for 1.58 miles grading, surfacing and oiling, also construction of 77 lin.ft. composite type bridges on the Castor Ranch-Joseph Section of the Hurricane Creek County Road, in Wallowa County. This award was based on your low bid of $25,204.50 submitted on that date.

Contract forms will be sent to you for execution within the next few days.

Very truly yours,

AM

Secretary

cc - Mr. Probert
Mr. Paxson

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION
DISTRICT ONE

MONTANA
OREGON
WASHINGTON

POST OFFICE BUILDING
PORTLAND, OREGON

MAR 23

March 21, 1940

702 23-C-1

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

This is to confirm our verbal concurrence in award of contract, as of this date, for Oregon Federal Aid Secondary Project FAS 23-C (1), Castor Ranch-Joseph Section of the Hurricane Creek County Road, to Norris Bros., Burlington, Washington, who submitted the low bid.

Very truly yours,

W H Lynch

W. H. LYNCH
District Engineer

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION
DISTRICT ONE

MONTANA
OREGON
WASHINGTON

POST OFFICE BUILDING
PORTLAND, OREGON

FEB 2- [illegible]

February 1, 1940

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

P. S. and E. documents for Oregon Federal Aid Secondary Project No. FAS 23-C (1), the Castor Ranch-Joseph Section of the Hurricane Creek Road, have today been recommended for approval. This is your authority to advertise for bids, subject to final review and approval of the plans and specifications by the Commissioner of Public Roads.

Very truly yours,

W H Lynch

W. H. LYNCH
District Engineer.

January 26, 1940

Mr. W. H. Lynch
District Engineer
Public Roads Administration
Post Office Box 3900
Portland, Oregon

Dear Sir:

Herewith are enclosed seven copies of estimate and three copies of right of way statement for the Castor Ranch-Joseph Section, Project No. FAS ~~25-C~~ 23-C(1) (1).

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/ME

Encl.

Oregon State Highway Department

Federal Aid Secondary
Project No. FAS 23-C (1)

CASTOR RANCH-JOSEPH SECTION OF THE HURRICANE CREEK ROAD IN WALLOWA COUNTY

(Estimate to accompany plans and specifications. Not as basis for project agreement.)

Salem, Oregon, January 26, 1940

WORK OUTSIDE OF CITY

Roadwork (Sta. 295+00 to 359+81.3)

All Required		Clearing and Grubbing	$ - -	$ 400.00
240	cu. yds.	Trench Excavation	1.00	240.00
14,000	cu. yds.	Excavation, Single Classif.	.30	4,200.00
4,800	yd. mi.	Truck Haul	.12	576.00
1.21	miles	Finishing Roadbed and Slopes	200.00	242.00
310	lin. ft.	12" Concrete Pipe	1.25	387.50
340	lin. ft.	18" Concrete Pipe	2.00	680.00
24	lin. ft.	24" Corr. Iron Pipe	3.00	72.00
44	lin. ft.	48" Corr. Iron Pipe	7.00	308.00
34	lin. ft.	Salvaging Culvert Pipe	1.00	34.00
3,200	cu. yds.	Gravel Subbase	.30	960.00
3,000	yd. mi.	Hauling Gravel Subbase	.10	300.00
850	cu. yds.	Screened Gravel Base	1.25	1,062.50
80	cu. yds.	Filler	.40	32.00
80	yd. mi.	Hauling Filler	.15	12.00
80	M-gal.	Sprinkling	1.50	120.00
1.21	miles	Preparation of Base	100.00	121.00
280	cu. yds.	Hauling and Placing Mineral Aggregate	1.50	420.00
20	tons	RC-3 Asphalt in Binder Course	30.00	600.00
18	tons	SC-6 Road Oil in Place	30.00	540.00
		Subtotal		$ 11,307.00
		10% Engr. & Cont.		1,130.70
		Total		$ 12,437.70

Structure (Sta. 358+63 to 359+17)

78	cu. yds.	Structural Excavation	$ 2.00	$ 156.00
6	cu. yds.	Structural Excavation Below Plans	5.00	30.00

58	cu. yds.	Class "A" Concrete	$ 24.00	$ 1,392.00
9,800	lbs.	Metal Reinforcement	.05	490.00
12	M-FBM	Treated Lumber	110.00	1,320.00
124	lin. ft.	Metal Handrail	5.00	620.00
		Subtotal		$ 4,008.00
		10% Engr. & Cont.		400.80
		Total		$ 4,408.80

Length of Roadway	1.217 miles
Length of Structures	.010 mile
Total Length	1.227 miles
Cost per mile, Roadway	$ 10,219.96

Note: Oiling not to be constructed across bridge

WORK WITHIN CITY

Roadwork (Sta. 359+81.3 to 379+39.7)

All Required		Clearing and Grubbing	$ - -	$ 100.00
20	cu. yds.	Trench Excavation	1.00	20.00
5,000	cu. yds.	Excavation, Single Classif.	.30	1,500.00
500	yd. mi.	Truck Haul	.12	60.00
0.37	mile	Finishing Roadbed and Slopes	200.00	74.00
90	lin. ft.	12" Concrete Pipe	1.25	112.50
190	lin. ft.	18" Concrete Pipe	2.00	380.00
1,000	cu. yds.	Gravel Subbase	.30	300.00
500	yd. mi.	Hauling Gravel Subbase	.10	50.00
250	cu. yds.	Screened Gravel Base	1.25	312.50
20	cu. yds.	Filler	.40	8.00
20	yd. mi.	Hauling Filler	.15	3.00
20	M-gal.	Sprinkling	1.50	30.00
0.37	mile	Preparation of Base	100.00	37.00
80	cu. yds.	Hauling and Placing Mineral Aggregate	1.50	120.00
6	tons	RC-3 Asphalt in Binder Course	30.00	180.00
6	tons	SC-6 Road Oil in Place	30.00	180.00
64	cu. yds.	Class "A" Concrete	24.00	1,536.00
9,000	lbs.	Metal Reinforcement	.05	450.00
		Subtotal		$ 5,453.00
		10% Engr. & Cont.		545.30
		Total		$ 5,998.30

Structure (Sta. 373+03 to 373+26)

52	cu. yds.	Structural Excavation	$ 2.00	$ 104.00
4	cu. yds.	Structural Excavation Below Plans	5.00	20.00
38	cu. yds.	Class "A" Concrete	24.00	912.00
6,200	lbs.	Metal Reinforcement	.05	310.00
8	M-FBM	Treated Lumber	110.00	880.00
			Subtotal	$ 2,226.00
			10% Engr. & Cont.	222.60
			Total	$ 2,448.60

Length of Roadway	0.366 mile
Length of Bridge	.005 mile
Total Length	0.371 mile
Cost per mile, Roadway	$ 16,388.79

Note: Oiling is not to be constructed across bridge

SUMMARY OF FUNDS REQUESTED

Item	Total Cost	FAS Funds	State Funds
Work Outside City			
Roadwork	$ 12,437.70	$ 7,465.00	$ 4,972.70
Structure	4,408.80	2,646.00	1,762.80
Work Inside City			
Roadwork	5,998.30	3,600.00	2,398.30
Structure	2,448.60	1,469.00	979.60
	$ 25,293.40	$ 15,180.00	$ 10,113.40

NON-PARTICIPATING ITEMS

Mineral Aggregate from State-owned Stockpiles

190	cu. yds.	3/4" - ½" Crushed Rock in Stockpile	$ 1.30	$ 247.00
95	cu. yds.	½" - ¼" Crushed Rock in Stockpile	1.30	123.50
75	cu. yds.	¼" - 0" Crushed Rock in Stockpile	1.00	75.00
				$ 445.50

CASTOR RANCH-JOSEPH SECTION

PROJECT NO. FAS 25-C (1)

All necessary right of way has been acquired on this project.

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

January 26, 1940

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION
DISTRICT ONE

MONTANA
OREGON
WASHINGTON

POST OFFICE BUILDING
PORTLAND, OREGON

January 19, 1940

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

Reference is made to Mr. Probert's January 10, 1940, letter requesting approval of the use of approximately 260 cu. yds. of stockpiled rock on Oregon Federal Aid Secondary Project FAS 23-C (1), Castor Ranch-Joseph.

Our Washington Office has approved the use of this stockpiled material with the understanding that Federal funds will participate only in hauling and placing the material on the road.

Very truly yours,

W. H. LYNCH
District Engineer

By
F. E. Andrews
Sr. Highway Engineer

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FAS 23-C-1

January 10, 1940

Mr. W. H. Lynch
District Engineer
Public Roads Administration
P. O. Box 3900
Portland, Oregon

Dear Sir:

In connection with the Castor Ranch-Joseph Project (FAS 23-C (1)), for which we propose to receive bids in February, we desire to use approximately 260 cubic yards of crushed rock which we have in stockpile nearby.

The rock was produced under last years contract for the Scotch Creek-Castor Ranch Project (FAS 23-B (1)), and is of proper size and quality for use as mineral aggregate in the proposed oil treatment work. Unless the materials are furnished by the State, the contractor will be obliged to install a crushing plant or to resort to rail shipment from La Grande.

May we have your permission to specify that these materials will be furnished to the contractor without charge?

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

SHP:ER

CONTRACT #[redacted]2300

FA 73-6 Tigard Sec., Pacific Hwy. W. 1940
Grading & Paving
#2300

RECEIVED
DEC 13 1943
FOR FILING

December 11, 1943

Mr. W. H. Lynch
District Engineer
Public Roads Administration
P. O. Box 3900
Portland (8), Oregon

Dear Sir:

We are enclosing herewith the following excerpts from the minutes of meetings of the Highway Commission concerning extensions of time to complete the work on Projects Nos. SM-FAP 73 (5), 73 (6) and 73 (8).

1. Projects Nos. SM-FAP 73 (5) and 73 (6).
   Minutes of meeting on April 2, 1942
   concerning work under Contract No. 2300.

2. Project No. SM-FAP 73 (8).
   Minutes of meeting on April 2, 1942
   concerning work under Contract No. 2454.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

J. W. Nash
Asst. Office Engineer

JWN:ER

Encl.

EXCERPT FROM MINUTES OF MEETING ON APRIL 2, 1942

OF THE OREGON STATE HIGHWAY COMMISSION

Roy L. Houck, contract No. 300, for grading and paving the Tigard Section of the Pacific Highway West, in Washington County, requested an extension of time, from July 31, 1941, to November 6, 1941, within which to complete this job. He attributed his failure to complete the project within the specified time limit to shortage of skilled labor and material and to adverse weather conditions during the spring of 1941. The Engineer advised that this contract was awarded on March 21, 1940, and that when the completion date was fixed therefor it was anticipated that operations could be carried on successfully during the month of May, 1940; however, continued rain made it impossible for Mr. Houck to make any material progress during either May or June, as he could not haul material from his stock piles. The contractor also experienced considerable delay in securing delivery of aggregate, and the shortage of skilled concrete workers prevented him from operating additional shifts. He recommended, in view of the circumstances, that the extension of time requested be granted without penalty, notwithstanding that the Public Roads Administration has not as yet agreed to waive the penalty. The Commission voted unanimously to extend the time limit on this contract without penalty regardless of the action that may be taken by the Public Roads Administration. (See letter from W. H. Lynch, District Engineer, Public Roads Administration, dated April 8, 1942, recommending an extension of time to November 6, 1941, with penalty from July 31 to September 15, 1941.)

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION
DISTRICT ONE

MONTANA
OREGON
WASHINGTON

POST OFFICE BUILDING
PORTLAND, OREGON

November 24, 1943

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

Reference is made to the final voucher assemblies received with your letter of August 31, 1943, for SN-FAGH 73(5) and SN-FAP 73(6), Tigard Overcrossing Section of the Pacific Highway West.

The customary copies of the excerpt from the minutes of the State Highway Commission regarding the extension of time on the roadway contract No. 2300 were omitted. Will you please send them to us so the record may be complete and the vouchers forwarded as soon as audit is completed.

Very truly yours,

W. H. LYNCH
District Engineer

By: LJCaufield
L. J. Caufield
Senior Highway Engineer

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FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION
DISTRICT ONE

MONTANA
OREGON
WASHINGTON

POST OFFICE BUILDING
PORTLAND, OREGON

November 20, 1943

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

The final voucher assembly for the Onion Flat Section of the Pacific Highway West does not contain the customary copies of "Excerpt from the Minutes of the State Highway Commission" concerning the time extension to the contractor on this project. Will you please send these to complete the file for forwarding the voucher.

This project was erroneously listed as SN-FAP 73(9) instead of SN-FAP 73(8) in your transmittal letter of August 31, 1943.

The voucher assembly for SN-FAP 73(9), Tigard Section Roadside Improvement, was also received with that letter in addition to the nineteen listed.

Very truly yours,

W. H. LYNCH
District Engineer

By: Caufield
L. J. Caufield
Senior Highway Engineer

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7-6

May 6, 1942

Mr. Roy L. Houck
Ladd & Bush Bank Bldg.
Salem, Oregon

Dear Sir:

The State Highway Commission, at its meeting on April 2, 1942, granted you the extension of time requested, from July 31 to November 6, 1941, without penalty, in connection with contract No. 2300 for grading and paving the Tigard Section of the Pacific Highway West, in Washington County.

Very truly yours,
STATE HIGHWAY COMMISSION

By

Secretary

AM

cc - W. C. Williams

R. H. Baldock

72-6

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APR 21 1942
FOR FILING

April 15th, 1942

Tigard Section
Contract No. 2300

FINAL COST ANALYSIS
Grading & Paving
Roy L. Houck, Contractor
H. C. Broadwell, Resident Engineer

Pacific Highway West
Prefix 34-1111

Item	Cost	Quantity	Unit	Unit Cost	Unit Bid	Gross Revenue
Clearing & Grubbing	$934.77	100%				$3,000.00
Trench Excavation	1,133.26	1,453.8	Cu. Yd.	$0.78	$0.75	1,094.10
Excav., Single Class	25,244.72	196,309.3	" "	0.13	0.18	35,335.67
Truck Haul	35,736.46	254,405	Yd. Mi.	0.14	0.08	20,352.40
Finishing Roadbed and Slopes	355.88	1.74	Miles	204.52	200.00	348.00
Rounding Cutbanks	271.99	4,092	Lin. Ft.	0.07	0.06	245.52
12" Corr. Iron Pipe	493.63	348	" "	1.42	1.30	452.40
12" Concrete Pipe	598.65	1,039	" "	0.58	0.85	883.15
18" " "	1,117.77	882	" "	1.26	2.15	1,896.30
24" " "	476.19	249	" "	1.91	2.80	697.20
Salvaging Culv. Pipe	214.13	413	" "	0.51	0.50	206.50
Conc. Catch Basins	272.49	11	Each	24.77	25.00	275.00
" " Inlets	47.43	2	"	23.72	20.00	40.00
Class "A" Concrete	348.46	17.08	Cu. Yd.	20.40	20.00	341.60
Metal Reinforcement	119.89	1,959	Lbs.	0.06	0.06	117.54
Cable Guard Fence	3,991.33	4,030	Lin. Ft.	0.99	1.10	4,433.00
Wood Sight Posts	234.11	50	Each	4.68	4.00	200.00
Concrete Curbs	1,061.41	61.1	Cu. Yd.	17.27	15.00	916.50
Const. Recesses in Curbs	10.00	All				5.00
1½"-0 Mat'l in Base	22,724.48	17,588	Cu. Yd.	1.29	0.90	15,829.20
3/4"-0 in Shldrs. & Surfacing	4,615.04	2,812	" "	1.64	1.65	4,639.80
½"-0 Cushion Course	2,262.30	1,248	" "	1.81	1.65	2,059.20
Portland Cement Concrete Pavement	92,134.75	40,236.64	Sq. Yd.	2.29	1.55	62,366.79

NOTED
State Highway Engineer

Tigard Section Final Cost Analysis.

Item	Cost	Quantity	Unit	Unit Cost	Unit Bid	Gross Revenue
Expansion Joints	$378.71	3,112	Lin. Ft.	0.12	0.15	$466.80
Contraction Joints	411.44	20,738	" "	0.02	0.02	414.76
Dowels	637.74	3,292	Each	0.19	0.20	658.40
Tie Bars & Reinf.	1,641.27	33,470	Lbs.	0.049	0.05	1,673.50
Class "A" Asphaltic Concrete	15,645.08	3,118.69	Tons	5.02	4.90	15,281.58
Class "B" Asphaltic Concrete	901.18	180.31	"	5.00	4.90	883.52
Cutback Asphalt Wearing Surface	3,504.80	701.24	"	5.00	4.90	3,436.08
Min. Agg. in Place	546.72	134	Cu. Yd.	4.08	4.00	536.00
Tar in Place	686.86	24.05	Tons	28.56	28.00	673.40
PA #1, Sprinkling	450.00	360	M-Gal.	1.25	1.25	450.00
PA #2, Corr. Iron Elbows	32.60	5	Each	6.52	6.52	32.60
" " Tees	7.64	1	"	7.64	7.64	7.64
PA #3, Cement Adjustment		666	Bbl.		2.00	- 1,332.00
Force Account	79.65					79.65
	$219,296.80					$178,996.80

Total Cost	$219,296.80
Gross Revenue	178,996.80
Net Loss	$40,300.00

Net Loss Equals 22.5% of Gross Revenue

Tigard Section

Detail of Cost

Labor:

Supervision	$3,531.39	
Labor	57,105.06	
State Industrial Accident Insurance	4,216.65	
Social Security & Unemployment Ins.	2,673.63	
		$67,526.73

Materials:

12" Corr. Iron Pipe	348	lin. ft.	at	$1.12	$389.76	
12" Bands	13		"	1.41	18.33	
12" Concrete Culvert Pipe	1,039	lin. ft.	"	0.35	363.65	
18" " " "	882	" "	"	0.80	705.60	
24" " " "	249	" "	"	1.27	316.23	
Portland Cement	12,930½	bbls.	"	1.90	24,568.31	
Reinforcing Steel	35,429	lbs.	"	0.0342	1,211.67	
½"-0" Crushed Gravel	1,248	cu. yd.	"	1.36	1,697.28	
3/4" x 7" Exp. Joints	3,112	lin. ft.	"	0.0844	262.65	
1/4" Contraction Joints	20,738	lin. ft.	"	0.0087	180.42	
Dowels	3,292		"	0.1175	386.81	
Dowel Sleeves	3,292		"	0.035	115.22	
Concrete Aggregate	12,028	cu. yd.	"	1.13	13,591.49	
Cable Guard Fence Mat's					1,742.87	
" Sight Posts	50	each	"	0.80	40.00	
Inlet Gates & Frames	13		"	8.50	110.50	
3/4" - 0 Cr. Gravel	2,788	cu. yd.	"	1.26	3,512.88	
						49,213.67

Equipment Rental & Misc. Supplies:

Equipment Rental, Including Repairs	$36,260.81	
Gas, Oil & Grease	11,621.60	
Misc. Supplies & Small Tools	6,627.53	
Public Liability Insurance	774.71	
Form Lumber	853.19	
Office, Shop & Batch Plant Lumber	582.01	
Rental of Hauling Road	225.00	
Rental of Batch Plant Site	90.00	
Bond	1,790.06	
Field Office	419.27	
Move In, Freight & Cartage	1,228.92	
Home Office & General Overhead	5,370.18	
		65,843.28

Tigard Section
Detail of Cost (Cont'd).

Sub-Contractors

M. L. O'Neil & Son:

Crushing 1½" - 0 " Rock	17,588	cu. yd.	at	$0.85	$14,949.80	
Rejects Placed on Grade	2,427	"	"	0.18	436.86	
						$15,386.66

Warren Northwest Co.:

Class "A" Asph. Conc.	3,130.27	tons	at	$4.90	$15,338.32	
" "B" " "	180.31	"	"	4.90	883.52	
Cutback Asph. Wear. Surf.	701.2	"	"	4.90	3,436.08	
Min. Agg. in Place	134	cu. yd.	"	4.00	536.00	
Tar in Place	24.05	tons	"	28.00	673.40	
						20,867.32

Jacobsen-Jensen:

Class "A" Concrete	17.08	cu. yd.	"	20.00	$341.60	
Reinf. Steel	1,959	lbs.	"	0.06	117.54	
						459.14
				Total Cost		$219,296.80

Tigard Section

Remarks:

This contract, which required the grading and paving of 1.83 miles, was bid on March 21st, 1940. The contractor started the work on May 7th, 1940 and completed on November 6th, 1941.

The grading, which included a large amount of borrow as well as roadbed excavation, was accomplished with a wide variety of equipment. During the summer months of 1940, the contractor operated mostly in the borrow pit which was situated about 1000 feet east of the job, and during this period two 30-yard Tournapulls and three 12-yard tandem scrapers pulled by D-8 tractors were used. A helper cat was used in the pit for loading, and an RD-2 cat pulled a sheepsfoot compacting roller on the fill. The grading work was shut down for the winter and resumed in May 1941 and continued until the excavation was completed in July. A 20-B Bucyrus shovel loading into light trucks handled part of the work, and cat and scraper units were also used during this period. Very little shooting was necessary, and the borrow pit rock was loosened with a heavy ripper. While the excavation bid shows a profit, there was a loss on the hauling bid which had been unbalanced and was too low.

The base rock was secured from the borrow pit; the contractor elected to place it in a temporary stockpile about 800 feet from the pit before crushing. This was accomplished with the cats and scrapers at a cost of $0.11 per yard. A sub-contractor then did the crushing for $0.85 per yard and placed 5,763 cu. yds. on the road, but as all the grading was not ready, the balance was placed in a stockpile alongside the highway. The contractor loaded the material later from the pile and did the remaining hauling. The extra handling of this material increased the cost, and a considerable loss was taken on this item. 3/4" - 0 Shoulder rock was purchased from the Ross Island Sand & Gravel Co., and about 500 yards were also secured from the crushing operation on the Onion Flat contract.

A batch plant site was prepared alongside the highway and one mile from the north end of the contract, and the aggregate was delivered by the Ross Island Sand & Gravel Co. to this site. Cement was hauled by the contractor from the Oregon Cement plant near Oswego in steel drums, and a cat and hoist dumped the cement into the batch plant. A Koehring dual-drum paver of 34 c.f. capacity was used for mixing, and a Johnson mechanical bullfloat was also used. The paver operated 140½ hours, and an average of 286.3 sq. yds. was placed per hour. The large loss on the paving bid was largely due to the interruption of the work by early fall rains which caused a shutdown until the following year, and to inefficient labor. As the contractor was having trouble with the labor union, it was impossible to secure good men, and the production was consequently from 25% to 50% lower than on previous contracts.

Tigard Section
Remarks (Cont'd).

The contractor's large loss on this job was due to inadequate bid prices, carry-over during the winter and inferior labor.

E. H. Clymer
Cost Analyst

By . . V. R. Jones

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73-6

April 11, 1942

Great American Indemnity Company
Harvey Wells-Reed Insurance Agency
Failing Building
Portland, Oregon

Gentlemen:

You are hereby notified that state highway contract No. 2300 for work on the Tigard Section, Pacific Highway West, in Washington County, has been completed by the contractor, Roy L. Houck, and that final settlement will be made on or after April 21, 1942.

The state is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues, or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the state assumes no responsibility for any such claims should there be any.

This notice is served upon you since you appear as surety on the bond furnished by the above contractor. Kindly acknowledge receipt of this letter.

For your information we wish to advise that the total amount paid the contractor in connection with this contract will be $178,996.80, including final payment, of which $79.65 is for force account work. This contract was completed on November 6, 1941, and accepted by the Commission on April 2, 1942.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

By

Secretary

[illegible]

NOTED
D. G. DeSart

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73-6

SALEM
April 10, 1942

Extensions of Time

Mr. S. H. Probert
Office Engineer

Filed in Const. contracts General

Supplementing my letter of April 6, I am attaching copies of two letters from W. H. Lynch in relation to the time extensions on Roy L. Houck's contracts Nos. 2300 and 2454.

You will note that the Public Roads Administration concurs in the extension, without penalty, on contract No. 2454 for grading and paving the Onion Flat Section of the Pacific Highway - SM-FAP 73 (8) - and, also, that they concur in the extension on contract No. 2300 for grading and paving the Tigard Section of the Pacific Highway West - FAP 73(6) and FAGH 73 (5). However, they will not assume any portion of the engineering costs for the period from July 31 to September 15, 1941.

Secretary

DO/mm

Form E-1—8M—4-41

73-6

OREGON STATE HIGHWAY COMMISSION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending February 7, 1942

Section Tigard

Kind of work Grading & Paving

Highway Pacific, West

Section prefix 34-1111

Contractor Roy L. Houck

Contract number 2300

Date of contract March 21, 1940

Date of completion July 31, 1941

Date work started May 7, 1940

Estimated date of completion November 6, 1941

Amount of contract $178,724.50

Per cent of time elapsed 120 %

Estimated cost of completed project, exclusive of engineering $180,443.12

Per cent of contract completed, based on total contract price 100 %

Engineering cost to date, $13,481.09, 126 %

Date project was completed Nov. 6, 1941

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

Rechecked the semi-final estimate and delivered it to Salem, February 4, 1942.

NOTED
E. M. HACKETT

NOTED

FEB 9 - 1942

NOTED
E. M. BOOTH

Signed

Address 9200 SE. McLoughlin Blv'd, Portland

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project					
Miles partially completed					
Miles completed					
Total estimated quantities					
Estimated quantities moved or placed to date					
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day					
Hours per shift					
Average force on project for week					

Percentages of men employed on contract to be secured from:

.... County, ...%; .... County, ...%; .... County, ...%; .... County, ...%

	NUMBER USED AND SECURED FROM					CONTRACTOR'S KEY MEN, ETC.	TOTAL
	COUNTY	COUNTY	COUNTY	COUNTY	OTHER SOURCES		
Men							
Men and teams							
Men and trucks under 3 tons							
Men and trucks over 3 tons							
Men and tractors							

Equipment used during week: Shovels ...., Power graders ...., Rollers ...., Mixers ...., Crushing or screening plants ....

Compressors ...., Bulldozers ...., Sheet-foot rollers ...., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday			
Monday			
Tuesday			
Wednesday			
Thursday			
Friday			
Saturday			

STATE PRINTING DEPT.

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JAN - 2 1942
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73-6

December 31, 1941

Great American Indemnity Company
Harvey Wells-Reed Insurance Agency
Failing Building
Portland, Oregon

Gentlemen:

You are advised that it is the intention of the State Highway Commission to make semi-final payment to Roy L. Houck on contract No. 2300, covering 1.74 miles grading and paving on the Tigard Section of the Pacific Highway West, in Washington County. This payment, in the amount of $6,368.02, will be made on or after January 10, 1942. The retained percentage is $5,370.19.

The state is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the state assumes no responsibility for any such claims should there be any.

Kindly acknowledge receipt of this letter.

Very truly yours,
STATE HIGHWAY COMMISSION

By

DD:AM

Secretary

NOTED
D
DeSart

73-6

R

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

Stencil No. 8.

IN YOUR REPLY PLEASE
REFER TO FILE No.________

POST OFFICE BUILDING
PORTLAND, OREGON

December 8, 1941

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

Final inspection of __Oregon FAP 73 (6), Tigard Section of the Pacific Highway West________________, was made by a representative of this office on __November 14, 1941__. Prompt submission of the final voucher will be appreciated.

Very truly yours,

W. H. LYNCH
District Engineer

By L. Caufield
L. J. Caufield
Sr. Highway Engineer

Ken

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AUG 27 1940
FOR FILING

72-6

August 26, 1940

Spokane, Portland & Seattle Railway Company
1101 N. W. Hoyt Street
Portland, Oregon

Attention Robt. Crosbie, Comptroller

Gentlemen:

Reference your file No. DA-800-C

Acknowledgement is made of your letter of the third instant with further reference to the filing of your claims against contractor Roy L. Houck for services rendered by the Oregon Electric Railway Company in connection with Mr. Houck's contract for highway construction at Tigard.

I am pleased to inform you that the procedure heretofore followed of filing your claims with the State Highway Department informally has been approved, in view of which we are not notifying the surety on Mr. Houck's bond of the claims.

Thanking you for your letter, I remain,

Very truly yours,

Secretary

HBC:MBL

Form E-30—Revised—[illegible]—4-40

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

REFERRED TO
By Asst State Highway Engineer

NOTED
Asst State Highway Engineer

Salem, Oregon
August 13, 1940

Subject:

To: Mr. R. H. Baldock
Chief Engineer
Office

Dear Sir:

I am returning herewith correspondence relative to the Spokane, Portland and Seattle Railway Company's claim against Mr. Roy L. Houck for flagging service on the Tigard Overcrossing project. Our agreement with the Oregon Electric Railway Company dated January 26, 1940, which covers this project, provides that the railway company may employ and furnish such flagmen as may be necessary to protect railroad traffic during the progress of the work. The railway company is to make advance payments for such service, and the State is to reimburse the company, subject to an audit by the Public Roads Administration; however, on Page 10 of our standard grading specifications under the paragraph entitled "Damage to Railroads," it is stated that the contractor shall provide such track-walkers as the railroad may deem necessary. Under this specification, Mr. Houck has made his own arrangements with the railway company to provide this flagging and has agreed to reimburse the company for the cost.

Under our agreement, however, we are still in the position of guaranteeing the payment of this bill, and the submission of a copy of the bill by the railway company is simply to keep us advised in the matter. We have been following this procedure on practically all of our grade separation projects, so that we would not be placed in the position of having finaled out a contract while there were still bills against the job for which we were specifically liable under other agreements.

Very truly yours,

G S Paxson

G. S. Paxson
Bridge Engineer

NOTED
Highway Engineer

GSP CM
Attached

FORM 1804

Spokane, Portland and Seattle Railway Company

OREGON TRUNK RAILWAY
OREGON ELECTRIC RAILWAY COMPANY
SPOKANE, PORTLAND AND SEATTLE TRANSPORTATION CO.
UNITED RAILWAYS COMPANY

ACCOUNTING DEPARTMENT

ROBT. CROSSIE,
COMPTROLLER

1101 N. W. HOYT STREET
PORTLAND, OREGON

August 3, 1940

FILE NO.
DA-800-C

Oregon State Highway Commission
Salem, Oregon

Attention: Mr. H. B. Glaisyer, Secretary

Gentlemen:

Please refer to your letter of July 31, 1940, regarding our bills versus Contractor Roy L. Houck for services rendered by the Oregon Electric Ry. Co. in connection with Mr. Houck's contract with the State Highway Commission at Tigard.

This practice of advising you by letter with copies of bills versus the Contractors was started originally in 1936 upon advice of Resident Engineer Durette when working on the grade crossing at Metzger. This was done with the understanding that you would have a record of our bill versus the Contractors and would secure release from the Oregon Electric Ry. Co. before settlements were made with Contractors on their final estimates.

Under date of October 7, 1936, you requested if all our claims were paid on the Metzer project and our letter of October 14, 1936, advised that bills had not been paid, but under date of December 22, 1936, you were advised that settlement had been made.

Please advise if this same procedure can be followed on the Tigard project, or, is it necessary under the 1939 law to file a formal claim within six months of the project completion in case our bills have not been paid.

Very truly yours,

Robt. Crossie

hh

ANSWERED
H. B. GLAISYER

Page 10

Very truly yours,

HBG:AM

Secretary

July 31, 1940

Spokane, Portland & Seattle Railway Co.
1101 N. W. Hoyt Street
Portland, Oregon

Attention: Robert Crosbie, Comptroller
Reference: Your file DA-800-LL

Gentlemen:

This acknowledges receipt of your letter of July 27 advising of your claim in the amount of $169.80 against contractor Roy L. Houck for services rendered by the Oregon Electric Railway Company during June 1940 in connection with Mr. Houck's contract with the State Highway Commission at Tigard.

I wish to inquire whether or not you desire this claim to be filed as a formal claim against this job. Our practice, in connection with formal claims, is to notify the surety on the bond furnished by the contractor that the claim has been filed. We are inclined to believe that it is not your intention that we follow this procedure in the present instance inasmuch as the claim is for service rendered very recently and the probabilities are that Mr. Houck has not as yet had the opportunity to put the claim through the regular routine for payment. Should our presumption be incorrect and you desire us to proceed in the customary manner we will be glad to do so if you will so advise.

In connection with all state highway contracts the successful bidder is required to furnish the state with a surety bond for the protection of claims. In this instance Mr. Houck furnished such a bond which was written by the Great American Indemnity Company for whom Harvey Wells-Reed Insurance Agency is local agent with offices in the Failing Building, Portland. This bond can be held responsibile and liable for all claims filed with the Secretary of State in conformance with the provisions of the law which requires such filing prior to the expiration of a period of six months from date of completion of the contract and acceptance of the same by the State Highway Commission. The law referred to is Chapter 517 Oregon Laws, 1939, a mimeographed copy of which is inclosed for your further information.

Very truly yours,

Secretary

HBG:AM

73 - 6

RECEIVED
AUG 13 1940

FOR FILING

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

POST OFFICE BUILDING
PORTLAND, OREGON

Stencil No. 124

IN YOUR REPLY PLEASE REFER TO FILE No. Ore. FAP 73 (6)
Tigard Section
Pacific Highway West

July 25, 1940

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

We are forwarding herewith, for your files, an executed copy of the ____________ project agreement and certificate for the above numbered project.

Very truly yours,

W. H. LYNCH
District Engineer

By L. Caufield
L. J. Caufield
Sr. Highway Engineer

Encls.

Fon

wa4pr-6366

Form P. R. 2

State Oregon

Federal Aid Project No. 73 (6)

PROJECT AGREEMENT

MEMORANDUM OF AGREEMENT made this 24th day of May, 1940 by and between The Oregon State Highway Commission, constituting for the purpose hereof, the Highway Department of the State of Oregon hereinafter called the Highway Department, and the Federal Works Administrator, hereinafter called the Administrator, under and pursuant to the provisions of the act of Congress approved July 11, 1916 (39 Stat., 355), entitled "An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes," and of the act approved November 9, 1921 (42 Stat., 212), entitled "An Act to amend the Act entitled 'An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes,' approved July 11, 1916, as amended and supplemented, and for other purposes," and acts amendatory thereof or supplementary thereto:

Whereas the Highway Department of said State submitted on the 16th day of June, 1922, a project statement, which was approved on the 15th day of August, 1922, for the proposed construction of a project consisting of the road hereinafter described; and

Whereas the Highway Department, in accordance with the rules and regulations promulgated for the administration of the Federal Highway Act, has furnished surveys, plans, specifications, and estimates for [redacted] said project which were recommended for approval by the District Engineer of the Public Roads Administration on the 9th day of March 1940; and

Whereas the Administrator has certified to the Secretary of the Treasury his approval of said surveys, plans, specifications, and estimates, and the sum of seventy-three thousand, one hundred seventy- and 00/100 dollars ($73,170.00) as the share of the United States payable under said act on account of [redacted] said project, which does not exceed the authorized Federal pro rata share of the approved total estimated cost thereof:

Now, therefore, in consideration of the premises and of the several promises to be faithfully performed by each, as hereinafter set forth, the Highway Department and the Administrator do hereby mutually agree as follows:

16—11379

FUNDS AT THE DISPOSAL OF THE HIGHWAY DEPARTMENT

ARTICLE I. Funds for the use of the Highway Department in the construction of said project have been made available in the following manner, to wit:

(*a*) By the State Chap. 173, laws 1917; Chap. 31, laws 1920; Chap. 529, laws 1920.

(Include date and citation of act of legislature by which authorized)

(*b*) From other sources

(State how placed under direct control of Highway Department)

ROAD EMBRACED IN PROJECT

ARTICLE II. This agreement covers the following highway as described in detail in said surveys, plans, and specifications:

Between survey station 5+53.4 in the N.E. 1/4, Sec. 36, T. 1 S., R. 1 W., W.M., and survey station 75+00 in the N.E. 1/4 of Sec. 2, T. 2 S., R. 1 W., W.M.

, length 1.319 miles, in Washington County, being ~~[illegible]~~ Oregon Federal Aid project No. 73 (6), consisting of 1.319 of a mil~~[illegible]~~ of roadway and no bridges, ~~[illegible]~~ of more than 20 feet clear span.

~~[illegible]~~

CHARACTER AND METHOD OF CONSTRUCTION

ARTICLE III. The Highway Department will construct or cause to be constructed to final completion said project, in strict compliance with said plans and specifications, which are made a part hereof, under its direct supervision, which shall include adequate inspection throughout the course of construction, subject at all times to inspection and approval by the Administrator or his agents, and in accordance with the laws of said State, the rules and regulations of the Administrator, and the following conditions:

(*a*) It is agreed that the construction work on the project shall be performed by contract, unless the performance thereof by force account shall be approved by the Administrator or his authorized representatives. Such construction work as may be performed by force account shall be paid for on the basis of the units of work performed at the unit prices set forth in the estimate as approved by the Administrator, except that where the total actual cost is ascertained to be less than the estimate so approved the total Federal payments shall not exceed the Federal pro rata share of such total actual cost.

UNITED STATES PRO RATA SHARE OF THE COST OF SAID PROJECT

ARTICLE IV. The United States pro rata share of the value of the labor and materials which shall be actually put into the construction of [redacted] said project shall not in any event exceed the sum of seventy-three thousand, one hundred seventy and 00/100 dollars ($73,170.00), certified to the Secretary of the Treasury as above mentioned, which does not exceed the authorized Federal pro rata share of one hundred nineteen thousand, nine hundred forty-seven and 85/100 dollars ($119,947.85), the approved total estimated cost of [redacted] said project.

PAYMENTS

ARTICLE V. As the construction of said project progresses, the Administrator shall from time to time draw warrants on the Secretary of the Treasury for the payment to The State Treasurer
(Official or depository)
hereby designated by the Highway Department for that purpose and authorized under the laws of said State to receive public funds of the State of Oregon
(Name)
of such sums as shall not, together with previous payments, exceed the United States pro rata share, as above specified, of the value, as determined by the Administrator after inspection and approval, of the labor and materials which have actually been put into said construction work in compliance with the requirements of Article III hereof.

The Administrator reserves the right to withhold such sum as he may deem necessary to insure completion of construction in compliance with said plans and specifications.

MAINTENANCE OF PROJECT

ARTICLE VI. The Highway Department will maintain said project in compliance with said acts of July 11, 1916, and November 9, 1921, out of funds which have been or will be made available therefor by said State in the manner herein set forth, to wit: (Include reference to statute authorizing funds and probable amount annually available)

Chap. 529, Laws 1939.

The Highway Department will use every means within its power to insure proper and permanent maintenance of said project, and to that end will provide for the constant making of needed repairs to preserve a smooth-surfaced highway.

Showing of authority of the Highway Department to execute agreements will be found in the agreement for project No. 112.

In witness whereof the parties have hereunto affixed their signatures, the Highway Department on the day and year first above written and the Administrator on the ______ day of JUL 9 1940, 19___

OREGON STATE HIGHWAY COMMISSION
(Official title of Highway Department)

By Henry F. Cabell
Chairman, State Highway Commission
(Title of officer)

By Herman McClungh
Member, State Highway Commission
(Title of officer)

By ______
Member, State Highway Commission
(Title of officer)

By ______
______
(Title of officer)

By ______
______
(Title of officer)

FEDERAL WORKS ADMINISTRATOR,

By H. J. O'Leary
Acting Commissioner of Public Roads.

U. S. GOVERNMENT PRINTING OFFICE 10—11379

Form PR. 8—Revised

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION

CERTIFICATE OF APPROVAL OF PLANS, SPECIFICATIONS, AND ESTIMATES

(Under "An Act to provide that the United States shall aid the States in the construction of rural roads, and for other purposes," approved July 11, 1916, and acts amendatory thereof and supplementary thereto.)

To

The Secretary of the Treasury, and

The State Highway Department of the State of Oregon

Pursuant to the acts above cited, I hereby certify—

First. That in accordance with the provisions of said acts, I have approved the plans, specifications, and estimates submitted by the State Highway Department of the State of Oregon for the construction of a highway designated in the records of this Agency as Federal Aid Project No. 73 (6) State of Oregon

Second. That in accordance with said provisions I have approved the sum of $ 119,947.85 as the total estimated cost of said project, and the sum of $73,170.00 as the share of the United States, payable under said acts on account of such project, which does not exceed the authorized Federal pro rata share of said total estimated cost.

Done at the city of Washington, this ______ day of JUL 9 1940 one thousand nine hundred and ______

Federal Works Administrator,

By H.J.O'Leary
Acting Commissioner of Public Roads.

U. S. GOVERNMENT PRINTING OFFICE 16—10120

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FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION

73 - 6

(Stencil #28)

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

POST OFFICE BUILDING
PORTLAND, OREGON

MAY 2

IN YOUR REPLY PLEASE REFER TO FILE No. Ore. FAP 73 (6)
Tigard Section of the
Pacific Highway West

May 21, 1940

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

We are forwarding herewith two copies of proposed project agreement for signature and return to this office.

Enclosed is an approved copy of the detail estimate, upon which the agreement was based, together with approved copy of specifications.

Very truly yours,

W. H. LYNCH
District Engineer

By L. J. Caufield
L. J. Caufield
Sr. Highway Engineer

Iron

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JUL 17
FOR FILING

73-6

April 15, 1940

Mr. W. H. Lynch
District Engineer
Public Roads Administration
Post Office Box 3900
Portland, Oregon

Dear Sir:

Herewith are enclosed seven copies of estimate as basis for project agreement for the Tigard Section, Project No. FA 73 (6).

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/GS

Encl.

Oregon State Highway Department Federal Aid Project No. 73 (6)

TIGARD SECTION OF THE

PACIFIC HIGHWAY WEST IN WASHINGTON COUNTY

(Estimate as basis for project agreement. Based on low bid prices.)

Salem, Oregon, April 5, 1940

Portland Cement Concrete Pavement (Sta. 5+33.4 to 58+50)

All Required		Clearing and Grubbing		$ 1,732.00
570	cu. yds.	Trench Excavation	$ .75	427.50
112,500	cu. yds.	Excavation, Single Classif.	.18	20,250.00
1.00	mile	Finishing Roadbed and Slopes	200.00	200.00
4,000	lin. ft.	Rounding Cutbanks	.06	240.00
50	lin. ft.	12" Concrete Pipe	.85	42.50
190	lin. ft.	18" Concrete Pipe	2.15	408.50
200	lin. ft.	24" Concrete Pipe	2.80	560.00
470	lin. ft.	Salvaging Culvert Pipe	.50	235.00
1	only	Concrete Catch Basins	25.00	25.00
230	lin. ft.	Cable Guard Fence	1.10	253.00
35	only	Wood Sight Posts	4.00	140.00
8,700	cu. yds.	1½" - 0" Material in Base	.90	7,830.00
1,500	cu. yds.	3/4" - 0" Material in Shoulders and Surfacing	1.65	2,475.00
700	cu. yds.	½" - 0" Material in Cushion Course	1.65	1,155.00
250	cu. yds.	Salvaging Surfacing Materials	.25	62.50
250	cu. yds.	Filler	.40	100.00
250	yd. mi.	Hauling Filler	.10	25.00
23,700	sq. yds.	Portland Cement Concrete Pavement	1.55	36,735.00
1,900	lin. ft.	Expansion Joints	.15	285.00
13,000	lin. ft.	Contraction Joints	.02	260.00
1,900	only	Dowels	.20	380.00
9,500	lbs.	Tie Bars and Reinforcement	.05	475.00
950	tons	Class "A" Asphaltic Concrete	4.90	4,655.00
260	tons	Cutback Asphalt Wearing Surface	4.90	1,274.00
54	cu. yds.	Mineral Aggregate in Place	4.00	216.00
6	tons	Tar in Place	28.00	168.00
		Subtotal		$ 80,609.00
		10% Engr. & Cont.		8,060.90
		Total		$ 88,669.90

Length 1.007 miles
Cost per mile $ 88,053.52

Dual Type Pavement (Sta. 58+50 to 75+00)

All Required		Clearing and Grubbing		$ 537.00
90	cu. yds.	Trench Excavation	$ .75	67.50
3,800	cu. yds.	Excavation, Single Classif.	.18	684.00
6,500	yd. mi.	Truck Haul	.08	520.00
0.31	mile	Finishing Roadbed and Slopes	200.00	62.00
400	lin. ft.	12" Concrete Pipe	.85	340.00
100	lin. ft.	18" Concrete Pipe	2.15	215.00
90	lin. ft.	Salvaging Culvert Pipe	.50	45.00
6	only	Concrete Catch Basins	25.00	150.00
500	lin. ft.	Cable Guard Fence	1.10	550.00
50	cu. yds.	Concrete Curbs	15.00	750.00
All Required		Constructing Recesses for Curb Markers		5.00
4,200	cu. yds.	1½" - 0" Material in Base	.90	3,780.00
400	cu. yds.	3/4" - 0" Material in Shoulders and Surfacing	1.65	660.00
220	cu. yds.	½" - 0" Material in Cushion Course	1.65	363.00
150	cu. yds.	Salvaging Surfacing Materials	.25	37.50
50	cu. yds.	Filler	.40	20.00
50	yd. mi.	Hauling Filler	.10	5.00
7,400	sq. yds.	Portland Cement Concrete Pavement	1.55	11,470.00
600	lin. ft.	Expansion Joints	.15	90.00
4,000	lin. ft.	Contraction Joints	.02	80.00
600	only	Dowels	.20	120.00
3,000	lbs.	Tie Bars and Reinforcement	.05	150.00
1,200	tons	Class "A" Asphaltic Concrete	4.90	5,880.00
65	tons	Class "B" Asphaltic Concrete	4.90	318.50
230	tons	Cutback Asphalt Wearing Surface	4.90	1,127.00
2,000	sq. yds.	Surface Finish Coat	.05	100.00
42	cu. yds.	Mineral Aggregate in Place	4.00	168.00
5	tons	Tar in Place	28.00	140.00
			Subtotal	$ 28,434.50
			10% Engr. & Cont.	2,843.45
			Total	$ 31,277.95

Length 0.312 mile
Cost per mile $ 100,249.83

FEDERAL AID FUNDS REQUESTED

Item	Total Cost	Federal Aid Funds	State Funds
Concrete Pavement	$ 88,669.90	$ 54,090.00	$ 34,579.90
Dual Type Pavement	31,277.95	19,080.00	12,197.95
	$ 119,947.85	$ 73,170.00	$ 46,777.85

State Funds for Construction: Chap. 175, laws 1917; Chap. 31, laws 1920;
Chap. 529, laws 1939
State Funds for Maintenance: Chap. 529, laws 1939

7a2H 73-5 +
7a 73-6

April 8, 1940

Mr. Roy L. Houck
212 U. S. National Bank Bldg.
Salem, Oregon

Dear Sir:

We are handing you herewith a fully executed copy of Contract No. 2300 which was awarded to you by the State Highway Commission on March 21, 1940, for 1.74 miles grading and paving on the Tigard Section of the Pacific Highway East, in Washington County. This is for your records and files.

Very truly yours,

Secretary

JM:AM

April 8, 1940

Great American Indemnity Company
Harvey Wells-Reed Insurance Agency
Failing Building
Portland, Oregon

Gentlemen:

We are forwarding to you today, by express, a fully executed copy of Contract No. 2300 which was awarded to Roy L. Houck on March 21, 1940, for 1.74 miles grading and paving on the Tigard Section of the Pacific Highway West, in Washington County.

This is being sent to you inasmuch as you appear surety on the bond furnished by the contractor and is for your records and files.

Very truly yours,

Secretary

JM:AM

RECEIVED
[illegible]
FOR FILING

[illegible] 4-73-5
7/ 73-6

March 25th, 1940

Mr. W. H. Lynch
District Engineer
Public Roads Administration
P. O. Box 3900
Portland, Oregon

Dear Sir:

In answer to your letter of March 9th, suggesting that the lanes be increased to 11 feet on Oregon FAGH 73 (5) and F.S. 73 (6), this project was made in 10-foot lanes contrary to the recommendation of the Special Committee on Administrative Design Policies for several reasons:

First, it is merely a continuation of the 4-lane highway from Portland to the Washington County line; and therefore, this pavement should be carried through Tigard in the same width lanes. This is all in suburban area, and the character of the traffic is the same. It would introduce more hazard, in my opinion, to have varying widths of lanes on one section. At the south end of Tigard traffic changes from metropolitan to long distance traffic with entirely different conditions.

Secondly, opposite Station 63 any additional width of lanes would necessarily decrease the parting strip which we have widened to afford a stopping place for cars turning toward the old part of Tigard. This parting strip serves as a zone of refuge to permit traffic to pass traffic across the opposing lanes in order to enter the business section of Tigard. This is a very important traffic feature of the design. The width cannot be decreased and still be effective. I think the parting strip is much more essential than the additional widths of lanes.

Very truly yours,

State Highway Engineer

+ 9&H 73-5
+ 79 73-6

March 25, 1940

Mr. Roy L. Houck
212 U. S. National Bank Building
Salem, Oregon

Dear Sir:

We are handing you herewith four copies of Contract No. 2300 which was awarded to you on March 21, 1940, by the State Highway Commission, covering the grading and paving of the Tigard Section of the Pacific Highway West, in Washington County.

Kindly execute all four copies of this contract as to agreement and bond and return them to this office for approval by the State Highway Commission. When this has been done a fully executed copy will be returned to you for your records and files. We will also send an executed copy to the surety on your bond.

Your special attention is called to the paragraph under Section 5 (page 14) of the printed General Provisions, relating to the Workmen's Compensation Act. You will be expected to accept the terms of this Act and to carry on your work under this contract in strict conformance thereto.

Your attention is also called to the mimeographed page immediately preceding the colored pages, relating to payment by the contractor of amounts due hospital associations, et cetera.

Very truly yours,

STATE HIGHWAY COMMISSION
By

Secretary

MBL

7GBH 73-5

March 22, 1940

Mr. Roy L. Houck
212 U. S. Nat'l Bank Bldg.
Salem, Oregon

Dear Sir:

The State Highway Commission on March 21, 1940, awarded you the contract for 1.74 miles grading and paving on the Tigard Section of the Pacific Highway West, in Washington County. This award was based on your low bid of $178,724.50 submitted on that date.

Contract forms will be sent to you for execution within the next few days.

Very truly yours,

Secretary

AM

cc - Mr. Probert
Mr. Paxson

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION
DISTRICT ONE

MONTANA
OREGON
WASHINGTON

POST OFFICE BUILDING
PORTLAND, OREGON

73-6

March 21, 1940

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

This is to confirm our verbal concurrence in award of contract, as of this date, for Oregon Federal Aid Project FAP 73 (6) and Federal Aid Grade Crossing Project FAGH 73 (5), Tigard Section of the Pacific Highway West, to Roy L. Houck, Salem, Oregon, who submitted the low bid.

Very truly yours,

W H Lynch

W. H. LYNCH
District Engineer

MAR 23 1

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION
DISTRICT ONE

MONTANA
OREGON
WASHINGTON

POST OFFICE BUILDING
PORTLAND, OREGON

73-6

March 21, 1940

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

This is to confirm our verbal concurrence in award of contract, as of this date, for Oregon Federal Aid Project FAP 73 (6) and Federal Aid Grade Crossing Project FAGH 73 (5), Tigard Section of the Pacific Highway West, to Roy L. Houck, Salem, Oregon, who submitted the low bid.

Very truly yours,

W H Lynch

W. H. LYNCH
District Engineer

RECEIVED
AUG 21 1940
FOR FILING

73-6

March 20, 1940

Mr. W. H. Lynch
District Engineer
Public Roads Administration
Post Office Box 3900
Portland, Oregon

Dear Sir:

All necessary right of way has been acquired on the Tigard Section, Project No. FA 73 (6).

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/GS

73-6

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION
DISTRICT ONE

MONTANA
OREGON
WASHINGTON

POST OFFICE BUILDING
PORTLAND, OREGON

March 19, 1940

NOTED
C. B. McCullough

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

Reference is made to the P. S. and E. for Oregon FAGH 73 (5) and F.A. 73 (6), providing for 1.7 miles of cement concrete pavement in the vicinity of Tigard.

The design provides for four ten-foot cement concrete lanes divided by a strip of asphaltic concrete four to twenty feet in width. The overcrossing structure and the Fanno Creek bridge have fifty-two foot decks so that assuming that the four-foot dividing strip was carried over these structures and allowing two feet of extra width adjacent to the curbs, the widths of the structures would be adequate to provide four eleven-foot traffic lanes.

The pamphlet "A Policy on Highway Types", approved by the Special Committee on Administrative Design Policies, A.A.S.H.O., recommends on page 38 that each roadway of a four-lane pavement be twenty-two feet wide. It has been suggested that the width of lane on the project above mentioned be increased to eleven feet.

Very truly yours,

W. H. LYNCH,
District Engineer

By F. E. Andrews
F. E. Andrews,
Senior Highway Engineer

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION
DISTRICT ONE

MONTANA
OREGON
WASHINGTON

POST OFFICE BUILDING
PORTLAND, OREGON

March 6, 1940

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

P.S.& E. documents for Oregon Federal Aid Project No. 73 (6), the Tigard Section of the Pacific Highway West, have today been recommended for approval, subject to final review and approval by the Commissioner of Public Roads. This is your authority to advertise for bids.

Concurrence in award will be withheld pending receipt of certificate that all right of way has been secured.

Prompt submission of the bid tabulation and agreement estimate will be appreciated.

Very truly yours,

W H Lynch

W. H. LYNCH
District Engineer

73-6

March 5, 1940

Mr. W. H. Lynch
District Engineer
Public Roads Administration
Post Office Box 3900
Portland, Oregon

Dear Sir:

Herewith are enclosed ten copies each of revised special provision pages numbers 5, 17, 26 and 44 for the Tigard Section, Projects Nos. FAGH 73 (5) and FA 73 (6).

The changes made are indicated on one of each of the enclosed pages.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/ME
Enc.

March 1, 1940

Mr. W. H. Lynch
District Engineer
Public Roads Administration
P. O. Box 3900
Portland, Oregon

Dear Sir:

Herewith are enclosed seven copies of estimate to accompany plans and three copies of right of way statement for the Tigard Section, Project No. FA 73 (6).

Five bid proposals and five sets of blueprint plans are being sent under separate cover.

As indicated on the estimate, we are requesting the amount of Federal funds be increased from the program amount of $26,400.00 to $80,380.00 by utilizing a portion of the unobligated balance of the 1940 program. The program description of the project should be changed to read "From a point near the Multnomah County Line to Tigard."

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. N. Probert
Office Engineer

Dict. by J. W. Nash/ER

Encl.

Oregon State Highway Department Federal Aid Project No. 73 (6)

TIGARD SECTION OF THE

PACIFIC HIGHWAY WEST IN WASHINGTON COUNTY

(Estimate to accompany plans and specifications. Not as basis for project agreement.)

Salem, Oregon, March 1, 1940

Portland Cement Concrete Pavement (Sta. 5+77.4 to 58+50)

All Required		Clearing and Grubbing	$ - -	$ 1,100.00
570	cu. yds.	Trench Excavation	1.00	570.00
112,500	cu. yds.	Excavation, Single Classif.	.22	24,750.00
1.00	mile	Finishing Roadbed and Slopes	500.00	500.00
4,000	lin. ft.	Rounding Cutbanks	.10	400.00
50	lin. ft.	12" Concrete Pipe	1.00	50.00
190	lin. ft.	18" Concrete Pipe	2.00	380.00
200	lin. ft.	24" Concrete Pipe	3.00	600.00
470	lin. ft.	Salvaging Culvert Pipe	.70	329.00
1	only	Concrete Catch Basins	25.00	25.00
230	lin. ft.	Cable Guard Fence	1.00	230.00
35	only	Wood Sight Posts	2.00	70.00
8,700	cu. yds.	1½" - 0" Material in Base	1.35	11,745.00
1,500	cu. yds.	3/4" - 0" Material in Shoulders and Surfacing	2.00	3,000.00
700	cu. yds.	½" - 0" Material in Cushion Course	2.00	1,400.00
250	cu. yds.	Salvaging Surfacing Materials	.70	175.00
250	cu. yds.	Filler	.40	100.00
250	yd. mi.	Hauling Filler	.15	37.50
23,700	sq. yds.	Portland Cement Concrete Pavement	1.50	35,550.00
1,900	lin. ft.	Expansion Joints	.15	285.00
13,000	lin. ft.	Contraction Joints	.02	260.00
1,900	only	Dowels	.15	285.00
9,500	lbs.	Tie Bars and Reinforcement	.05	475.00
950	tons	Class "A" Asphaltic Concrete	5.00	4,750.00
260	tons	Cutback Asphalt Wearing Surface	5.00	1,300.00
54	cu. yds.	Mineral Aggregate in Place	4.00	216.00
6	tons	Tar in Place	40.00	240.00
			Subtotal	$ 88,822.50
			10% Engr. & Cont.	8,882.25
			Total	$ 97,704.75

Length 1.007 miles
Cost per mile $ 97,085.97

Dual Type Pavement (Sta. 58+50 to 75+00)

All Required		Clearing and Grubbing	$ - -	$ 400.00
90	cu. yds.	Trench Excavation	1.00	90.00
3,800	cu. yds.	Excavation, Single Classif.	.22	836.00
6,500	yd. mi.	Truck Haul	.10	650.00
0.31	mile	Finishing Roadbed and Slopes	500.00	155.00
400	lin. ft.	12" Concrete Pipe	1.00	400.00
100	lin. ft.	18" Concrete Pipe	2.00	200.00
90	lin. ft.	Salvaging Culvert Pipe	.70	63.00
6	only	Concrete Catch Basins	25.00	150.00
500	lin. ft.	Cable Guard Fence	1.00	500.00
50	cu. yds.	Concrete Curbs	20.00	1,000.00
All Required		Constructing Recesses for Curb Markers	- -	25.00
4,200	cu. yds.	1½" - 0" Material in Base	1.35	5,670.00
400	cu. yds.	3/4" - 0" Material in Shoulders and Surfacing	2.00	800.00
220	cu. yds.	½" - 0" Material in Cushion Course	2.00	440.00
150	cu. yds.	Salvaging Surfacing Materials	.70	105.00
50	cu. yds.	Filler	.40	20.00
50	yd. mi.	Hauling Filler	.15	7.50
7,400	sq. yds.	Portland Cement Concrete Pavement	1.50	11,100.00
600	lin. ft.	Expansion Joints	.15	90.00
4,000	lin. ft.	Contraction Joints	.02	80.00
600	only	Dowels	.15	90.00
3,000	lbs.	Tie Bars and Reinforcement	.05	150.00
1,200	tons	Class "A" Asphaltic Concrete	5.00	6,000.00
65	tons	Class "B" Asphaltic Concrete	5.00	325.00
230	tons	Cutback Asphalt Wearing Surface	5.00	1,150.00
2,000	sq. yds.	Surface Finish Coat	.05	100.00
42	cu. yds.	Mineral Aggregate in Place	4.00	168.00
5	tons	Tar in Place	40.00	200.00
			Subtotal	$ 30,964.50
			10% Engr. & Cont.	3,096.45
			Total	$ 34,060.95

Length 0.312 mile
Cost per mile $ 109,169.71

FEDERAL AID FUNDS REQUESTED

Item	Total Cost	Federal Aid Funds	State Funds
Concrete Pavement	$ 97,704.75	$ 59,602.00	$ 38,102.75
Dual Type Pavement	34,060.95	20,778.00	13,282.95
	$ 131,765.70	$ 80,380.00	$ 51,385.70

[illegible]

[illegible]

[illegible]

[illegible]

[illegible]

TIGARD SECTION

PROJECT NO. FA 73 (6)

While negotiations for right of way are in progress, one parcel has not been acquired nor has the right to occupy and use this parcel been secured, but it is now believed that the right of way can be made fully available within 17 days.

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

March 1, 1940

CONTRACT #2301

20-1115 Low Pass Section
Siuslaw Highway
1940

2301

R.H. Baldock

RECEIVED

20-1115

January 31st, 1941

NOTED
State Highway Engineer

FINAL COST ANALYSIS
Low Pass Section
Siuslaw Highway in Lane County
Contract 2301 Prefix 20-1115

Fisher Bros., Contractors

E. E. Umphlette, Resident Engineer

Item	Cost	Quantity	Unit Cost	Unit Bid	Gross Revenue
Clearing & Grubbing	$1,116.07	100%		800.00	$800.00
Extra Clearing & Grubbing	836.31	1 acre		600.00	600.00
Trench Excavation	1,026.37	1,058.8 cu. yd.	0.969	1.00	1,058.80
Excavation, Single Class	11,290.73	36,266.6 " "	0.311	0.45	16,319.97
Overhaul	401.90	15,676 yd. sta.	0.026	0.01	156.76
Truckhaul	839.35	5,542.5 yd. mi.	0.151	0.12	665.10
Finishing Roadbed & Slopes	522.47	3.57 Mi.	146.35	150.00	535.50
Rounding Cutbanks	625.30	6,947.8 lin. ft.	0.090	0.10	694.78
9" Perf. Corr. Iron Pipe	1,116.21	898 " "	1.243	1.25	1,122.50
12" Corr. Iron Pipe	328.34	234 " "	1.403	1.50	351.00
18" " " "	593.84	312 " "	1.903	1.80	561.60
48" " " "	1,479.38	186 " "	7.954	8.00	1,488.00
12" Concrete Pipe	43.20	48 " "	0.900	1.25	60.00
18" " "	824.85	423 " "	1.950	2.00	846.00
Metal Ditch Lining #30	572.30	485 " "	1.180	1.25	606.25
Rock Backfill in Drains	5.61	3 cu. yd.	1.870	2.25	6.75
Cordwood Packing in Place	345.36	32.3 cords	10.692	6.00	193.80
4½"-2" Rock in Base	10,665.43	6,734.5 cu. yd.	1.584	1.74	11,718.03
3/4"-0" " " "	8,735.43	5,516.0 " "	1.584	1.70	9,377.20
Sprinkling	661.17	572 M-Gal.	1.156	1.50	858.00
3/4"-½" Cr. Rock in S.P.	824.67	533.9 cu. yd.	1.545	1.75	934.33
½"-¼" " " " "	858.04	555.5 " "	1.545	1.75	972.13
¼"-#10 " " " "	289.15	187.2 " "	1.545	1.75	327.60
*Preparation of Base	357.00	3.57 Mi.	100.00	175.00	624.75

Low Pass Section

Item	Cost	Quantity	Unit Cost	Unit Bid	Gross Revenue
*Min. Agg. in Place	$4,057.54	1,780 cu. yd.	2.280	2.50	$4,450.00
*RC-3 Asphalt in Seal Coat	834.10	43.9 Tons	19.00	19.00	834.10
*Asphalt in Place	1,571.22	87.29 "	18.00	18.00	1,571.22
PA #1, 9" Perf. C.I.P.	196.46	209 lin. ft.	0.94	0.94	196.46
" " 9" Collars	7.62	6	1.27	1.27	7.62
*PA #2, Gasco Road Binder	441.83	25.99 Tons	17.00	17.00	441.83
Screen Rejections	173.40	693.6 cu. yd.	0.25	0.25	173.40
Hauling Screen Rejections	111.11	1,234.6 yd. mi.	0.09	0.09	111.11
Haul Adjustment	________	1,262.98 yd. mi.		0.09	113.67
	$51,751.76				$58,778.26

* These items sub-contracted to Babler Bros.

Gross Revenue	$58,778.26
Total Cost	51,751.76
Net Profit	$7,026.50

Net Profit Equals 11.95% of Gross Revenue

Contract 2301

Details of Cost

Labor:

Supervision	$1,680.00	
Labor	15,888.00	
State Industrial Accident 5%	878.41	
Unemployment Compensation 3%	527.04	
Old Age Benefit 1%	175.68	
		$19,149.23

Materials:

9" Perf. C.I.P.	898	lin. ft. at	$0.94	$884.12	
9" C.I. Bands	52	"	1.27	66.04	
12" C.I.P.	234	lin. ft. "	1.12	262.08	
12" C.I. Bands	14	"	1.39	19.46	
18" C.I.P.	312	lin. ft. "	1.60	499.20	
18" C.I. Bands	8	"	2.33	16.64	
48" C.I.P.	92	lin. ft. "	6.64	610.88	
48" C.I.P.	86	lin. ft. "	6.24	536.64	
48" C.I. Bands	16	"	6.21	99.36	
12" Concrete Pipe	48	lin. ft. "	0.70	33.60	
18" " "	423	" " "	1.65	697.95	
#30 Metal Ditch Lining	485	lin. ft. "	0.58	281.30	
9" Perf. C.I.P.	209	lin. ft. "	0.94	196.46	
9" C.I. Collars	6	"	1.27	7.62	
					4,211.35

Miscellaneous:

Equipment Rental (Including Repairs)	$12,303.89	
Gas, Oil and Grease	5,719.30	
Plant Supplies	700.00	
Explosives	1,052.72	
Drilling Expense	123.92	
Miscellaneous Expense	1,410.82	
Overhead Expense	381.56	
Home Office Expense	1,175.60	
Bond	535.22	
		23,403.03

Sub-Contracted to Babler Bros.:

Preparation of Grade	3.57	Mi. at	$100.00	$357.00	
Min. Agg. in Place	1,780	cu. yd. at	1.00	1,780.00	
RC-3 Asphalt in Seal Coat	43.9	Tons at	19.00	838.10	
Asphalt in Place	87.29	" "	18.00	1,571.22	
Gasco Road Binder	25.99	" "	17.00	441.83	
					4,988.15
Total Cost					$51,751.76

Contract 2301

Analysis of Crushing Costs

4½" - 2" Rock in Base	6,734.5 cu. yd.
3/4" - 0" " " "	5,516.0 " "
3/4"-1/2" Crushed Rock in Stockpile	533.9 " "
1/2"-1/4" " " " "	555.5 " "
1/4"-0" " " " "	187.2 " "
Mineral Aggregate	1,780.0 " "
Screen Rejections	693.6 " "
Total	16,000.7 cu. yd.

	Cost	Quantity	Unit Cost
Move In and Set Up	$1,504.87	16,000.7 cu. yd.	$0.0941
Drill and Shoot	3,307.83	" " "	0.2066
Load at Quarry	2,161.04	" " "	0.1351
Haul from Quarry	1,516.58	" " "	0.0948
Crushing Operation	6,292.20	" " "	0.3933
	$14,782.52	16,000.7 cu. yd.	$0.9239

The contractor moved in and set up their plant in Horton quarry and required two weeks for erection. A considerable quantity of rock was on the quarry floor, having been shot down by a previous operator. After this material was put through the crusher, a coyote hole was drilled and shot. The total amount of powder used amounted to about ½-pound per cu. yd. of crushed rock. A 3/4-yard Koehring diesel shovel and two light trucks moved the quarry material to the plant. The plant was operated by a foreman, two feeders and a loader and operated 505 hours to produce 16,000 cu. yd. at an average rate of 32 cu. yd. per hour. All grades of rock were produced at the same time. The plant consisted of a feeder, an 18" x 36" jaw, a 3' gyratory and an 18" intercone crushers, a 4' x 8' triple-deck and a 3' x 10' triple-deck screens and 240 feet of conveyor belt. Power was provided by three 80 h.p. Cummins diesel engines and a 50 h.p. generator operating six small electric motors. The plant operated from August 1st to September 15th, a period of six weeks to complete the crushing.

a

Contract 2301

REMARKS:

This was a "State Project" and consisted of regrading 3.57 miles of highway roadbed, involving 37,300 cu. yd. of excavation, widening 3.57 miles of existing surfacing, involving 12,250 cu. yd. of crushed rock, application of 3.57 miles of oil mat surface treatment (Type 0-9 Modified), furnishing 1,280 cu. yd. of crushed rock in stockpiles and other incidental work. The job was bid and awarded March 21st, 1940. Work was started April 22nd, and completed September 21st, 1940.

Clearing and grubbing was scattered in a narrow strip along nearly the entire length of the job, and a good deal of it was on steep slopes increasing the difficulty of operation. A 40 h.p. cat and dozer were required to yard the logs for burning.

Excavation consisted of widening cuts and using the material for widening fills. At first a 3/4-yard shovel with a dipper picked up the material sloped down by hand labor. This was not a very satisfactory operation, and the contractor brought in a second shovel with a dragline bucket and a long boom. This shovel dragged down the slope material where it was picked up by the dipper shovel and loaded into trucks. Very little shooting was necessary, and this proved to be a very economical procedure and was the source of most of the profit made on the job.

Cordwood for packing culverts was obtained while doing the clearing and grubbing and was stacked along the road until needed.

Rock for base was hauled from the crushing plant at Horton quarry in four yard trucks. The average length of haul including a dead haul of 2.9 miles was 4.7 miles. The cost of hauling was $0.105 per yard mile. A power grader and a 10-ton roller spread and compacted the base material and water was applied by a 2,000-gal. sprinkling truck.

Crushed rock in stockpiles was hauled from the plant in 4-yard trucks and placed in the two specified stockpiles.

Mineral aggregates for the oil mat surface treatment were crushed, hauled and placed in stockpiles at M.P. 45.9, which was 0.77 mile west of the west end of the project.

Oiling items were sub-contracted to Babler Bros., including a price agreement for 26 tons of Gasco road binder. RC-3 cost $9.50 per ton f.o.b. Willbridge and $3.40 ton freight to Junction City. One shipment of 5.688 tons of RC-3 was hauled in the sub-contractor's truck and cost $10.50 per ton at Willbridge. Asphalt cost $6.50 per ton at Martinez, California and $7.40 per ton freight to Junction City. 25.99 Tons of #2 Gasco road binder were purchased at $12.00 per ton delivered to the job.

700 Cu. yd. of good rock was scalped out by a grizzly before entering the crushing plant and was hauled to stockpile at M.P. 45.9 where it was paid for as screen rejections.

Contract 2301

This job was efficiently operated with good supervision, experienced crew and well chosen equipment. A satisfactory method for handling excavation and economical crushing operations were the main items which contributed to the substantial profit made on the job.

E. H. Clymer
Cost Analyst

By . . M. G. Smith

RECEIVED
JUL 10 1941
FOR FILING

20-1115

1c

R

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
January 30, 1941

Subject: R 8559

To: Mr. H. B. Glaisyer,

Office.

Dear Sir:

Attached is my file involving a claim by the United States Forestry Department for reimbursement for trees destroyed in connection with the construction of the Low Pass Section of the Siuslaw Highway.

Will you please place this on the agenda so that I may discuss it with the Commission?

Yours very truly,

J. M. Devers
J. M. DEVERS

JMD:PW
Enc.

file returned to [illegible] 5/6/41
HBG

R-E.

a

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DEC 23 1940
FOR FILING

20-1115

December 16, 1940

General Casualty Co. of America
C. H. Cleaver, Agent
Board of Trade Building
Portland, Oregon

Gentlemen:

You are hereby notified that state highway contract No. 2301 for grading, surfacing and oiling the Low Pass Section of the Siuslaw Highway, in Lane County, has been completed by the contractors, Fisher Brothers, and that final settlement will be made by the state with said contractors for work done under said contract on or after December 26, 1940.

The state is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the state assumes no responsibility for any such claims should there be any.

This notice is served upon you since you appear as surety on the bond furnished by the above-mentioned contractor. Kindly acknowledge receipt of this letter.

For your information we wish to advise that the total amount paid the contractor in connection with this contract will be $58,776.26, and that no force account work was performed therein.

Very truly yours,

STATE HIGHWAY COMMISSION

By

Secretary

DD:AM

NOTED
D. G. DeSart

RECEIVED

20-1115

November 2, 1940

General Casualty Company of America
C. H. Cleaver, Resident Agent
Board of Trade Building
Portland, Oregon

Gentlemen:

You are advised that it is the intention of the State Highway Commission to make semi-final payment to Fisher Bros. on Contract No. 2301, for grading, surfacing, and oiling the Low Pass Section of the Siuslaw Highway, in Lane County. This payment, in the amount of $6,317.16, will be made on or after November 12, 1940. The retained percentage is $1,742.96.

The state is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues, or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the state assumes no responsibility for any such claims should there be any.

Kindly acknowledge receipt of this letter.

Very truly yours,

STATE HIGHWAY COMMISSION

By

Secretary

DGD:MBL

NOTED
D. G. DeSart

Form E-1—5M—5-40

20-1115

✓

OREGON STATE HIGHWAY COMMISSION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending October 19, 1940

Section Low Pass

Kind of work 3.57 Mi. Grad., Surf., & Oiling

Highway Siuslaw

Section prefix 20 - 1115

Contractor Fisher Brothers

Contract number 2301

Date of contract March 21, 1940

Date of completion September 30, 1940

Date work started April 28, 1940

Estimated date of completion September 21, 1940

Amount of contract $ 63,483.75

Per cent of time elapsed Completed %

Estimated cost of completed project, exclusive of engineering $ 57,918.00

Per cent of contract completed, based on total contract price 100 %

Engineering cost to date, $ 3,138.24, 4.9 %

Date project was completed September 21, 1940

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

ENGINEERING

Completed Semi-Final Estimate: Today - October 19,1940.

NOTED

RAY WEBBER

NOTED

OCT 2[illegible] 1940

Signed E. E. Umphlette

Address Eugene, Oregon

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project	3.57		3.57	3.57	
Miles partially completed					
Miles completed	3.57		3.57	3.57	
Total estimated quantities	41,000 C.Y.	12,800 C.Y.	1,500 C.Y.	138 T	
Estimated quantities moved or placed to date	36,256.5 C.Y.	12,250.5 C.Y.	1,970.2 C.Y.	147.18 T	
Average daily quantities	Completed	Completed	Completed	Completed	
Average daily quantities necessary to complete project on time					
Number shifts per day					
Hours per shift					
Average force on project for week					

Percentages of men employed on contract to be secured from:

.... County, ...%; .... County, ...%; .... County, ...%; .... County, ...%

	NUMBER USED AND SECURED FROM					CONTRACTOR'S KEY MEN, ETC.	TOTAL
	COUNTY	COUNTY	COUNTY	COUNTY	OTHER SOURCES		
Men							
Men and teams							
Men and trucks under 3 tons							
Men and trucks over 3 tons							
Men and tractors							

Equipment used during week: Shovels ...., Power graders ...., Rollers ...., Mixers ...., Crushing or screening plants ....,

Compressors ...., Bulldozers ...., Sheet-foot rollers ...., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday			
Monday			
Tuesday			
Wednesday			
Thursday			
Friday			
Saturday			

STATE PRINTING DEPT.

RECEIVED
APR 1[illegible] 1940
FOR [illegible]

20-1115

April 17, 1940

Fisher Brothers
Route 3
Oregon City, Oregon

Gentlemen:

We are forwarding to you today, by express, a fully executed copy of Contract No. 2301 which was awarded to you on March 21, 1940, for 3.57 miles grading, surfacing and oiling on the Low Pass Section of the Siuslaw Highway, in Lane County. This is for your records and files.

Very truly yours,

JM:AH

Secretary

20-1115

March 26, 1940

FISHER BROS.
Route #3
Oregon City, Oregon

Gentlemen:

We are sending you today by express four copies of Contract No. 2301 which was awarded to you on March 21, 1940, by the State Highway Commission, covering the grading, surfacing and oiling of the Low Pass Section of the Siuslaw Highway, in Lane County.

Kindly execute all four copies of this contract as to agreement and bond and return them to this office for approval by the State Highway Commission. When this has been done a fully executed copy will be returned to you for your records and files. We will also send an executed copy to the surety on your bond.

Your special attention is called to the paragraph under Section 5 (page 14) of the printed General Provisions, relating to the Workmen's Compensation Act. You will be expected to accept the terms of this Act and to carry on your work under this contract in strict conformance thereto.

Your attention is also called to the mimeographed page immediately following page No. 37, relating to payment by the contractor of amounts due hospital associations, et cetera.

Very truly yours,

STATE HIGHWAY COMMISSION
By

Secretary

WBL

[illegible] MAR 25 [illegible]
FOR [illegible]

20-1115

March 22, 1940

Fisher Brothers

Oregon City, Oregon

Gentlemen:

The State Highway Commission on March 21, 1940, awarded you the contract for 3.57 miles grade widening, surfacing and oiling, also furnishing of 1,500 cu. yds. crushed material in stock piles on the Low Pass Section of the Siuslaw Highway, in Lane County. This award was based on your low bid of $63,483.75, using asphalt, submitted on that date.

Contract forms will be sent to you for execution within the next few days.

Very truly yours,

AM

Secretary

cc - Mr. Probert
Mr. Paxson

CONTRACT#2302

FAS 61-A-1 Lamonta-Crook Co. Line Sec., 1940
Warm Springs Hwy.

2302

RECEIVED
SEP 4 1941
FOR FILING

FAS 61-A.-1

September 3, 1941

Glens Falls Indemnity Company
Jewett, Barton, Leavy & Kern
Lewis Building
Portland, Oregon

Gentlemen:

You are hereby notified that post-final settlement on state highway contract No. 2302 for work on the Lamonta-Crook County Line Section of the Warm Springs Highway, in Jefferson County, will be made on or after September 13, 1941, to the contractor, Frank Penspacker.

The state is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the state assumes no responsibility for any such claims should there be any.

This notice is served upon you since you appear as surety on the bond furnished by the above contractor. Kindly acknowledge receipt of this letter.

For your information we wish to advise that the total amount paid the contractor in connection with this contract will be $28,739.09, including final payment, and that no force account work was performed therein. This contract was completed on August 8, 1940, and accepted by the Commission on August 22, 1940.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

By

Secretary

RS

NOTED
D. C. DeSart

RECEIVED
OCT 17 1940
FOR FILING

FAP 61-a-1

October 16, 1940

GLENS FALLS INDEMNITY COMPANY
Jewett, Barton, Leavy & Kern, Agents
Lewis Building
Portland, Oregon

Gentlemen:

You are hereby notified that State Highway Contract No. 2302, for grading the Lamonta-Crook County Line Section of the Warm Springs Secondary Highway, in Jefferson County, has been completed by the contractor, Frank Penepacker, and that final settlement will be made by the state with said contractor, for work done under said contract, on or after October 26, 1940.

The state is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues, or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the state assumes no responsibility for any such claims should there be any.

This notice is served upon you since you appear as surety on the bond furnished by the above contractor. Kindly acknowledge receipt of this letter.

For your information we wish to advise that the total amount paid the contractor in connection with this contract will be $28,668.09 and that no force account work was performed therein.

Very truly yours,

STATE HIGHWAY COMMISSION
By

Secretary

DGD:MBL

NOTED
D. G. DeSart

RECEIVED
OCT 18 1940

FAS 61-A-1

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

POST OFFICE BUILDING
PORTLAND, OREGON

RECEIVED
OCT 16 1940
STATE HIGHWAY COMMISSION

Stencil No. 124

IN YOUR REPLY PLEASE
REFER TO FILE No. Ore. FAS 61-A (1)
Lamonta-Crook Co. Line Sec.
Warm Springs Highway

October 15, 1940

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

We are forwarding herewith, for your files, an executed copy of the ____________ project agreement and certificate for the above numbered project.

Very truly yours,

W. H. LYNCH
District Engineer

By L J Caufield
L. J. Caufield
Sr. Highway Engineer

Encls.

Wa+Pr-7414

Sent

Form P. R. 2

State Oregon

Federal Aid Secondary Project No. FAS 61-A(1)

PROJECT AGREEMENT

MEMORANDUM OF AGREEMENT made this 6th day of September, 1940

by and between The Oregon State Highway Commission, constituting for the purpose hereof, the Highway Department of the State of Oregon hereinafter called the Highway Department, and the Federal Works Administrator, hereinafter called the Administrator, under and pursuant to the provisions of the act of Congress approved July 11, 1916 (39 Stat., 355), entitled "An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes," and of the act approved November 9, 1921 (42 Stat., 212), entitled "An Act to amend the Act entitled 'An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes,' approved July 11, 1916, as amended and supplemented, and for other purposes," and acts amendatory thereof or supplementary thereto; particularly Section 7 of the Act approved June 16, 1936, 49 Stat. 1521 (Public No. 686, 74th Congress):

Whereas the Highway Department of said State submitted on the 13th day of February, 1940, a project statement, which was approved on the 24th day of February, 1940, for the proposed construction of a project consisting of the road hereinafter described; and

Whereas the Highway Department, in accordance with the rules and regulations promulgated for the administration of the Federal Highway Act, has furnished surveys, plans, specifications, and estimates for Section A(1) of said project which were recommended for approval by the District Engineer of the Public Roads Administration on the 6th day of March 1940; and

Whereas the Administrator has certified to the Secretary of the Treasury his approval of said surveys, plans, specifications, and estimates, and the sum of fifteen thousand, seven hundred and 00/100 dollars ($15,700.00) as the share of the United States payable under said act on account of Section A(1) of said project, which does not exceed the authorized Federal pro rata share of the approved total estimated cost thereof:

Now, therefore, in consideration of the premises and of the several promises to be faithfully performed by each, as hereinafter set forth, the Highway Department and the Administrator do hereby mutually agree as follows:

16—11379

FUNDS AT THE DISPOSAL OF THE HIGHWAY DEPARTMENT

ARTICLE I. Funds for the use of the Highway Department in the construction of said project have been made available in the following manner, to wit:

(*a*) By the State from Chapter 175, laws 1917; Chapter 31, laws 1920, Chap. 529, laws 1939. (Include date and citation of act of legislature by which authorized)

(*b*) From other sources

(State how placed under direct control of Highway Department)

ROAD EMBRACED IN PROJECT

ARTICLE II. This agreement covers the following highway as described in detail in said surveys, plans, and specifications:

Between survey station 663+00 in the SW 1/4 Section 34, T. 12 S., R. 14 E., W. M., and survey station 993+00 in the NE 1/4 Section 25, T. 13 S., R. 14 E., W. M.

, length 6.250 miles, in Jefferson County, being Section A(1) of Oregon Federal Aid Secondary project No. FAS 61, consisting of 6.250 miles of roadway and no bridges, [illegible]h of more than 20 feet clear span.

o[illegible]

16—11370 GPO

CHARACTER AND METHOD OF CONSTRUCTION

ARTICLE III. The Highway Department will construct or cause to be constructed to final completion said project, in strict compliance with said plans and specifications, which are made a part hereof, under its direct supervision, which shall include adequate inspection throughout the course of construction, subject at all times to inspection and approval by the Administrator or his agents, and in accordance with the laws of said State, the rules and regulations of the Administrator, and the following conditions:

(*a*) It is agreed that the construction work on the project shall be performed by contract, unless the performance thereof by force account shall be approved by the Administrator or his authorized representatives. Such construction work as may be performed by force account shall be paid for on the basis of the units of work performed at the unit prices set forth in the estimate as approved by the Administrator, except that where the total actual cost is ascertained to be less than the estimate so approved the total Federal payments shall not exceed the Federal pro rata share of such total actual cost.

UNITED STATES PRO RATA SHARE OF THE COST OF SAID PROJECT

ARTICLE IV. The United States pro rata share of the value of the labor and materials which shall be actually put into the construction of Section A(1) of said project shall not in any event exceed the sum of fifteen thousand, seven hundred and 00/100 dollars ($15,700.00), certified to the Secretary of the Treasury as above mentioned, which does not exceed the authorized Federal pro rata share of twenty-five thousand, seven hundred forty and 00/100 dollars ($25,740.00), the approved total estimated cost of Section A(1) of said project.

PAYMENTS

ARTICLE V. As the construction of said project progresses, the Administrator shall from time to time draw warrants on the Secretary of the Treasury for the payment to State Treasurer

(Official or depository)

hereby designated by the Highway Department for that purpose and authorized under the laws of said State to receive public funds of the State of Oregon (Name)

of such sums as shall not, together with previous payments, exceed the United States pro rata share, as above specified, of the value, as determined by the Administrator after inspection and approval, of the labor and materials which have actually been put into said construction work in compliance with the requirements of Article III hereof.

The Administrator reserves the right to withhold such sum as he may deem necessary to insure completion of construction in compliance with said plans and specifications.

MAINTENANCE OF PROJECT

ARTICLE VI. The Highway Department will maintain said project in compliance with said acts of July 11, 1916, and November 9, 1921, out of funds which have been or will be made available therefor by said State in the manner herein set forth, to wit: Chapter 529, laws 1939.

(Include reference to statute authorizing funds and probable amount annually available)

The Highway Department will use every means within its power to insure proper and permanent maintenance of said project, and to that end will provide for the constant making of needed repairs to preserve a smooth-surfaced highway.

Showing of authority of the Highway Department to execute agreements will be found in the agreement for project No. 112.

In witness whereof the parties have hereunto affixed their signatures, the Highway Department on the day and year first above written and the Administrator on the ______ day of

SEP 18 1940, 19__

OREGON STATE HIGHWAY COMMISSION
(Official title of Highway Department)

By Henry F. Cabell
Chairman, State Highway Commission
(Title of officer)

By ______
Member, State Highway Commission
(Title of officer)

By ______
Member, State Highway Commission
(Title of officer)

By ______
______
(Title of officer)

By ______
______
(Title of officer)

FEDERAL WORKS ADMINISTRATOR,

By W. J. O'Leary
Acting Commissioner of Public Roads.

U. S. GOVERNMENT PRINTING OFFICE 16—11379

Form PR. 8—Revised

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION

CERTIFICATE OF APPROVAL OF PLANS, SPECIFICATIONS, AND ESTIMATES

(Under "An Act to provide that the United States shall aid the States in the construction of rural roads, and for other purposes," approved July 11, 1916, and acts amendatory thereof and supplementary thereto.)

To

THE SECRETARY OF THE TREASURY, AND

THE STATE HIGHWAY DEPARTMENT OF THE STATE OF Oregon

Pursuant to the acts above cited, I hereby certify—

FIRST. That in accordance with the provisions of said acts, I have approved the plans, specifications, and estimates submitted by the State Highway Department of the State of Oregon for the construction of a highway designated in the records of this Agency as Federal Aid Secondary Project No. FAS 61-A(1) State of Oregon

SECOND. That in accordance with said provisions I have approved the sum of $25,740.00 as the total estimated cost of said project, and the sum of $ 15,700.00 as the share of the United States, payable under said acts on account of such project, which does not exceed the authorized Federal pro rata share of said total estimated cost.

Done at the city of Washington, this .... day of SEP 18 1940

one thousand nine hundred and ....

FEDERAL WORKS ADMINISTRATOR,

By [illegible] O'Leary
Acting Commissioner of Public Roads.

U. S. GOVERNMENT PRINTING OFFICE 16—10129

FAS 61-H-1

RECEIVED
OCT 15 1940

R.H.Baldock

September 28th, 1940

NOTED
State Highway Engineer

COST ANALYSIS-FINAL REPORT
Lamonta-Crook County Line
Warm Springs Secondary Highway

Prefix 116-1010

Contract #2302
Frank Penepacker, Contractor

W. S. Hodge, Resident Engineer

Description	Cost	Quantity	Unit Cost	Unit Bid	Gross Revenue
Clearing & Grubbing	$329.39	All			$750.00
Trench Excavation	668.87	766.9 cu. yd.	0.87	1.00	766.90
Excav., Single Class	11,754.68	82,714.6 " "	0.142	0.18	14,888.63
Truck Haul	2,073.02	20,730.2 yd. mi.	0.10	0.10	2,073.02
Finish R.B. & Slopes	1,299.28	6.25 Miles	207.80	400.00	2,500.00
Rounding Cutbanks	484.00	6,050 lin. ft.	0.08	0.08	484.00
18" Corr. Iron Pipe	1,184.87	696 " "	1.71	1.80	1,252.80
24" " " "	401.61	156 " "	2.57	2.70	421.20
30" " " "	61.11	16 " "	3.81	3.50	56.00
36" " " "	264.50	56 " "	4.72	5.00	280.00
Salvage Culverts	316.68	420 " "	0.75	1.00	420.00
Barbed Wire & Metal Post Fence	4,280.75	3,102.97 Rods	1.38	1.50	4,654.46
Steel Gates	88.76	6 each	14.79	20.00	120.00
Force Order #1:	214.51				214.51
Price Agreement #1:	74.00				74.00
	$23,496.03				$28,945.52

Gross Revenue	$28,945.52
Total Cost	23,496.03
Net Profit	$5,449.49

Net Profit Equals 18.8% of the Gross Revenue

Lamonta-Crook County Line

Detail of Cost

Labor:

Supervision		$762.23	
Labor		4,363.53	
State Industrial Accident Insurance		256.29	
Unemployment Insurance		205.03	
Social Security		51.26	
			$5,638.34

Sub-Contract - Standard Fencing Company:

Barbed Wire & Metal Post Fence	3,102.97 Rods at $1.32	$4,095.92	
Steel Gates	6 at 14.00	84.00	
			4,179.92

Materials:

18" Corr. Iron Pipe	696 lin. ft. at 1.42	$988.32	
18" Bands	18 at 2.08	72.80	
24" Corr. Iron Pipe	156 lin. ft. at 2.22	346.32	
24" Bands	7 at 2.60	18.20	
30" Corr. Iron Pipe	16 lin. ft. at 2.77	44.32	
30" Bands	3 at 3.53	10.59	
36" Corr. Iron Pipe	56 lin. ft. at 4.30	240.80	
36" Bands	1 at 4.12	4.12	
			1,725.47

Equipment Rental, Small Tools & Supplies:

Equipment Rental		$5,121.25	
Gas, Oil and Grease		1,736.63	
Freight & Cartage		1,499.66	
Small Tools & Supplies		1,426.07	
Main Office		890.00	
Repairs		830.00	
Bond		289.45	
P.U.C.'s and Trk. Licenses		132.64	
Lumber		26.60	
			11,952.30
	Total Cost		$23,496.03

Lamonta-Crook County Line

REMARKS:

This contract was bid March 21st, 1940, awarded April 11th; work was started May 23rd, and the contract was completed on August 8th.

Clearing and grubbing was done with a tractor and dozer and hand labor. The cost is very low as there was only sagebrush to be removed.

Three 96 h.p. tractors, four 12 cu. yd. scrapers, one bulldozer, one ripper and a large power blade were brought in to do the excavation. About 35% of the material was of a solid classification. This was ripped with a heavy rooter and moved with a tractor and scraper. A total of 1,729 hours was worked by the tractors to move the 82,714 cu. yds. of single class material for an average of 47.8 cu. yds. per machine hour. The average haul of the material in the free haul limits was 520 feet, and the average on the truck haul materials was 1800 feet. Tandem scrapers were used whenever possible.

A fair profit was made on pipe items due to a good bid.

The fencing items were sub-contracted to the Standard Fence Company.

A good profit is shown on this contract due to excellent supervision and the ability to rip the solid material encountered in the single class excavation.

E. H. Clymer
Cost Analyst

By . . J. D. Nelson

RECEIVED
SEP 18 1940
FOR FI

FAS 61-A-1

September 18, 1940

Glens Falls Indemnity Co.
Jewett, Barton, Leavy & Kern
Lewis Bldg.
Portland, Oregon

Gentlemen:

You are advised that it is the intention of the State Highway Commission to make semi-final payment to Frank Pennpacker, on contract No. 2302, for 6.25 miles grading on the Lamonta-Crook County Line Section of the Warm Springs Secondary Highway, in Jefferson County. This payment will be made on or after September 28, 1940.

Kindly acknowledge receipt of this letter.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

By

Secretary

rs

NOTED
D. G. DeSart

Form E-1—5M—3-39

FRS 61-A-1

OREGON STATE HIGHWAY COMMISSION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY

✓

Final Report

For Week Ending Sept. 11, 1940

Section Lamonta -Crook County Line

Kind of work Grading

Highway Warm Springs

Section prefix 116-1010

Contractor Frank Pennepacker

Contract number 2302

Date of contract April 11, 1940

Date of completion Aug. 8, 1940

Date work started May 23, 1940

Estimated date of completion Aug 8, 1940

Amount of contract $ 28,840.00

Per cent of time elapsed 100 %

Estimated cost of completed project, exclusive of engineering $28,955.52

Per cent of contract completed, based on total contract price 100 %

Engineering cost to date, $ 2611.97, 9.05 %

Date project was completed Aug 8, 1940

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

Semi-final estimate was completed and sent to Bend on Sept. 11, 1940

NOTED
[illegible]

Signed A. S. Hodge

Address Madras.

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project	6.25				
Miles partially completed					
Miles completed	6.25				
Total estimated quantities	82,671				
Estimated quantities moved or placed to date	82,671				
Average daily quantities	1,800				
Average daily quantities necessary to complete project on time					
Number shifts per day					
Hours per shift					
Average force on project for week					

Percentages of men employed on contract to be secured from:

.... County, ...%; .... County, ...%; .... County, ...%; .... County, ...%

	NUMBER USED AND SECURED FROM					CONTRACTOR'S KEY MEN, ETC.	TOTAL
	COUNTY	COUNTY	COUNTY	COUNTY	OTHER SOURCES		
Men							
Men and teams							
Men and trucks under 3 tons							
Men and trucks over 3 tons							
Men and tractors							

Equipment used during week: Shovels ...., Power graders ...., Rollers ...., Mixers ...., Crushing or screening plants ....,

Compressors ...., Bulldozers ...., Sheet-foot rollers ...., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday	Fair		
Monday	Rain		
Tuesday	Pt. Cloudy		
Wednesday	Fair&Warm		
Thursday	Rain		
Friday	Rain		
Saturday	Pt. Fair		

STATE PRINTING DEPT.

FAS 61-A-1

RECEIVED
SEP 25 1940
FOR FILING

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION
DISTRICT ONE

MONTANA
OREGON
WASHINGTON

POST OFFICE BUILDING
PORTLAND, OREGON

September 9, 1940

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

Final inspection of Oregon Federal Aid Secondary Project No. FAS 61-A (1), Lamonta - Crook County Line Section of the Warm Springs Highway, was made by a representative of this office on August 20, 1940. Prompt submission of the final voucher will be appreciated.

Draft of the project agreement for this improvement, sent you for signature August 26, 1940, has not yet been returned.

Very truly yours,

W. H. LYNCH
District Engineer

By: L. J. Caufield
L. J. Caufield
Sr. Highway Engineer

Jon

RECEIVED
SEP 25 1940
FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION

RECEIVED
AUG 27 1940
OR.
STATE HIGHWAY COMMISSION

FAS 61-A-1

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

POST OFFICE BUILDING
PORTLAND, OREGON

~~(Stencil~~ #28)

IN YOUR REPLY PLEASE
REFER TO FILE No. Ore. FAS 61-A (1)
Lamonta-Crook County Line
Warm Springs Highway

August 26, 1940

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

We are forwarding herewith two copies of proposed project agreement for signature and return to this office.

Enclosed is an approved copy of the detail estimate, upon which the agreement was based, together with approved copy of specifications.

Very truly yours,

W. H. LYNCH
District Engineer

By T. M. Davis
T. M. Davis
Sr. Highway Engineer

RECEIVED
AUG 30 1940
FOR FILING

FAS 61-A-1

July 29, 1940

Mr. W. H. Lynch
District Engineer
Public Roads Administration
P. O. Box 3900
Portland, Oregon

Dear Sir:

Herewith are enclosed seven copies of estimate as basis for project agreement for the Lamonta-Crook County Line Section, Project No. FAS 61-A (1).

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

J. W. Nash
Asst. Office Engineer

JWN:ER

Encl.

Oregon State Highway Department

Federal Aid Secondary
Project No. FAS 61-A (1)

LAMONTA-CROOK COUNTY LINE SECTION
OF THE WARM SPRINGS HIGHWAY IN JEFFERSON COUNTY

(Estimate as basis for project agreement. Based on low bid prices.)

Salem, Oregon, July 29, 1940

All Required		Clearing and Grubbing		$ 750.00
180	cu. yds.	Trench Excavation	$ 1.00	180.00
82,000	cu. yds.	Excavation, Single Classif.	.18	14,760.00
24,500	yd. mi.	Truck Haul	.10	2,450.00
6.25	miles	Finishing Roadbed and Slopes	400.00	2,500.00
6,600	lin. ft.	Rounding Cutbanks	.08	528.00
600	lin. ft.	18" Corr. Iron Pipe	1.80	1,080.00
160	lin. ft.	24" Corr. Iron Pipe	2.70	432.00
20	lin. ft.	30" Corr. Iron Pipe	3.50	70.00
50	lin. ft.	36" Corr. Iron Pipe	5.00	250.00
400	lin. ft.	Salvaging Culvert Pipe	1.00	400.00
			Subtotal	$ 23,400.00
			10% Engr. & Cont.	2,340.00
			Total	$ 25,740.00

Length 6.250 miles
Cost per mile $ 4,118.40

FAS Funds- $ 15,700.00
State Funds- 10,040.00
$ 25,740.00

State Funds for Construction: Chap. 175, laws 1917; Chap. 31, laws 1920;
Chap. 529, laws 1939
State Funds for Maintenance: Chap. 529, laws 1939

RECEIVED
APR 25 1940

61-A-1

April 24, 1940

Mr. Frank Penepacker
400 North Thompson St.
Portland, Oregon

Dear Sir:

I am forwarding to you today, by express, a fully executed copy of Contract No. 2302 which was awarded to you by the State Highway Commission on April 11, 1940, covering 6.25 miles grading on the Lamonta-Crook County Line Section of the Warm Springs Secondary Highway, in Jefferson County. This is for your records and files.

Very truly yours,

AM

Secretary

RECEIVED
APR 25 1940
FOR [illegible]

61-A-1

April 24, 1940

Glens Falls Indemnity Company
Jewett, Barton Leavy & Kern
Lewis Building
Portland, Oregon

Gentlemen:

We are forwarding to you today, by express, a fully executed copy of Contract No.2302 which was awarded to Frank Penepacker on April 11, 1940, covering 6.25 miles grading on the Lamonta-Crook County Line Section of the Warm Springs Secondary Highway, in Jefferson County.

This is being forwarded to you inasmuch as you appear surety on the bond furnished by Mr. Penepacker in connection with this contract.

Very truly yours,

AM

Secretary

RECEIVED
APR 13 1940
FOR FILING

7a 61-a-1

April 12, 1940

Mr. Frank Penepacker,
400 No. Thompson St.
Portland, Oregon

Dear Sir:

We are sending to you today, by express, four copies of State Highway Contract No. 2302 which was awarded to you on April 11, 1940, covering the grading of the Lamonta-Crook County Line Section of the Warm Springs Secondary Highway, in Jefferson County.

Please execute all four copies of this contract as to agreement and bond and return them to this office for approval by the State Highway Commission. When this has been done I will return a fully executed copy to you for your files. I will also send the surety on your bond an executed copy.

Your attention is called to the paragraph under Section 5 of the General Provisions, page 14, which relates to the Workmen's Compensation Act. You are expected to accept the terms of this act and to carry on your work under this contract in strict conformance therewith.

Wish also to call your attention to the mimeographed page immediately preceding the printed Special Provisions on blue paper which refers to payment by the contractor of amounts due hospital associations, et cetera.

Yours very truly,

HBG:MC

Secretary

RECEIVED
AUG 21 1940
FOR FILING

FAS 61-A-1

April 11
~~March 20~~, 1940

Mr. W. H. Lynch
District Engineer
Public Roads Administration
Post Office Box 3900
Portland, Oregon

Dear Sir:

All necessary right of way has been acquired on the Lamonta-Crook County Line Section, Project No. FAS 61-A (1).

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dist. by J. W. Nash/GS

RECEIVED
JUL 11 1940
FOR FILING

FAS 61-A-1

April 11, 1940

Mr. Frank Pennepacker,
400 No. Thompson St.
Portland, Oregon

Dear Sir:

Confirming my wire to you of this date the State Highway Commission awarded to you touay the contract covering the grading and fencing of the Lamonta-Crook County Line Section of the Warm Springs Secondary Highway, in Jefferson County. This award was based upon the low bid submitted by you on March 21, 1940, in the sum of $28,440.00

Contract forms will be sent to you in a few days for execution.

Yours very truly,

HBG:MC

Secretary

cc - S. H. Probert.

57

CLASS OF SERVICE DESIRED			
DOMESTIC		CABLE	
TELEGRAM	X	ORDINARY	
DAY LETTER		URGENT RATE	
SERIAL		DEFERRED	
NIGHT LETTER		NIGHT LETTER	
SPECIAL SERVICE		SHIP RADIOGRAM	

Patrons should check class of service desired; otherwise the message will be transmitted as a telegram or ordinary cablegram.

COPY OF WESTERN UNION TELEGRAM

SALEM OREGON
APRIL 11, 1940

FRANK PENEPACKER,
400 NO. THOMPSON ST.
PORTLAND, OREGON

STATE HIGHWAY COMMISSION AWARDED TO YOU TODAY CONTRACT COVERING GRADING AND FENCING ON LAMONTA CROOK COUNTY LINE SECTION OF WARM SPRINGS SECONDARY HIGHWAY IN JEFFERSON COUNTY BASED ON LOW BID SUBMITTED BY YOU MARCH TWENTY FIRST. CONTRACT FORMS FOLLOW

H. B. GLAISYER, SECRETARY
STATE HIGHWAY COMMISSION

file

REFERRED TO Probert
BY SECRETARY

Have notified contractor HBG

Telephone Your Telegrams to Postal Telegraph

WITH YOUR CONCURRENCE WE WILL TODAY AWARD CONTRACT FOR LAMONTA-CROOK COUNTY LINE PROJECT TO FRANK PENEPACKER. ACQUISITION OF RIGHTS OF WAY IS COMPLETE.

R. H. BALDOCK

RECEIVED
APR 12 1940
FOR FILING

RECEIVED AT
373 STATE STREET
[illegible]
SALEM - OREGON
STANDARD TIME INDICATED ON THIS MESSAGE

Postal Telegraph

THE INTERNATIONAL SYSTEM

Commercial Cables — TELEGRAMS CABLEGRAMS RADIOGRAMS — All America Cables

Mackay Radio

This is a full rate Telegram, Cablegram or Radiogram unless otherwise indicated by signal in the check or in the address.

DL	DAY LETTER
NL	NIGHT LETTER
NM	NIGHT MESSAGE
LCO	DEFERRED CABLE
NLT	NIGHT CABLE LETTER
	RADIOGRAM

Form 16 DH 14 R AR 22 GOV T DL

NX PORTLAND OGN 1134 AM APL 11TH 1940

R H BALDOCK,
14 STATE HIGHWAY ENGR SALEM OGN

REURTEL WE HEREBY CONCUR TODAY IN AWARD OF CONTRACT FOR OREGON FAS 61- A (1) LAMONTA CROOK COUNTY LINE TO FRANK PENEPACKER

LYCH.
1147 A

REFERRED TO [illegible]
BY SECRETARY

Have notified contractor
4/15

Telephone Your Telegrams to Postal Telegraph

WITH YOUR CONCURRENCE WE WILL TODAY AWARD CONTRACT FOR LAMONTA-CROOK COUNTY LINE PROJECT TO FRANK PENEPACKER. ACQUISITION OF RIGHTS OF WAY IS COMPLETE.

R. H. BALDOCK

Charge to the account of_________________ $______

CLASS OF SERVICE DESIRED			
DOMESTIC		CABLE	
TELEGRAM		ORDINARY	
DAY LETTER	X	URGENT RATE	
SERIAL		DEFERRED	
NIGHT LETTER		NIGHT LETTER	
SPECIAL SERVICE		SHIP RADIOGRAM	

Patrons should check class of service desired, otherwise the message will be transmitted as a telegram or ordinary cablegram.

WESTERN UNION

1217-B

R. B. WHITE
PRESIDENT

NEWCOMB CARLTON
CHAIRMAN OF THE BOARD

J. C. WILLEVER
FIRST VICE-PRESIDENT

CHECK

ACCOUNTING INFORMATION

TIME FILED

Send the following message, subject to the terms on back hereof, which are hereby agreed to

SALEM, OREGON
APRIL 11, 1940

MR. W. H. LYNCH, DISTRICT ENGINEER
PUBLIC ROADS ADMINISTRATION
POST OFFICE BOX 3900
PORTLAND, OREGON

WITH YOUR CONCURRENCE WE WILL TODAY AWARD CONTRACT FOR LAMONTA-CROOK COUNTY LINE PROJECT TO FRANK PENPACKER. ACQUISITION OF RIGHTS OF WAY IS COMPLETE.

R. H. BALDOCK

MAR 8 - 1

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION
DISTRICT ONE

MONTANA
OREGON
WASHINGTON

POST OFFICE BUILDING
PORTLAND, OREGON

FAS 61-A-1

March 6, 1940

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

P. S. and E. documents for Oregon Federal Aid Secondary Project No. 61-A (1), the Lamonta-Crook County Line Section of the Warm Springs Highway, have today been recommended for approval. This is your authority to advertise for bids, subject to final review and approval of the plans and specifications by the Commissioner of Public Roads.

Concurrence in award will be withheld until the right to occupy and use the right-of-way has been secured.

It is noted that the section plans call for a 4:1 slope in cuts less than four feet, and this certainly meets with our approval. However, the special provisions provide that no rounding will be required where the height of the cut bank is less than two feet, and it would appear that this should be left out of the provisions as it is very easy to flatten such a low slope with a blade, and it would improve the appearance of the section.

No action required

Very truly yours,

W H Lynch

W. H. LYNCH
District Engineer

RECEIVED

FAS 61-A-1

March 6, 1940

Mr. W. H. Lynch
District Engineer
Public Roads Administration
P. O. Box 3900
Portland, Oregon

Dear Sir:

The purpose of this letter is to assure you that a durable and dustless surfacing will be placed on the Lamonta-Crook County Line Project, Project FAS 61-A (1), when a surfacing of that kind is required by traffic conditions.

Very truly yours,

R. H. Baldock
State Highway Engineer

RECEIVED
AUG 30 1940

FAS 61-A-1

March 4, 1940

Mr. W. H. Lynch
District Engineer
Public Roads Administration
P. O. Box 3900
Portland, Oregon

Dear Sir:

Herewith are enclosed five copies of revised special provision page number 10 for the Lamonta-Crook County Line Section, Project No. FAS 61-A (1).

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/ER

Encl.

RECEIVED
AUG 30 1940

FAS 61-A-1

March 4, 1940

Mr. W. H. Lynch
District Engineer
Public Roads Administration
P. O. Box 3900
Portland, Oregon

Dear Sir:

Herewith are enclosed five copies of revised special provision page number 10 for the Lamonta-Crook County Line Section, Project No. FAS 61-A (1).

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dist. by J. W. Nash/ER

Encl.

RECEIVED
AUG 3 0 1940
FOR FILING

FAS 61-A-1

March 3, 1940

Mr. W. H. Lynch
District Engineer
Public Roads Administration
P. O. Box 3900
Portland, Oregon

Dear Sir:

Herewith are enclosed seven copies of estimate and five copies of right of way statement to accompany plans and specifications for the Lamonta-Creek County Line Section, Project No. FAS 61-A (2).
1

Five bid proposals and five sets of blueprint plans are being sent under separate cover.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dist. by J. W. Nash/ER

Encl.

Oregon State Highway Department

Federal Aid Secondary
Project No. FAS 61-A (1)

LAMONTA-CROOK COUNTY LINE SECTION
OF THE WARM SPRINGS HIGHWAY IN JEFFERSON COUNTY

(Estimate to accompany plans and specifications. Not as basis for project agreement.)

Salem, Oregon, March 2, 1940

All Required		Clearing and Grubbing		$ 300.00
180	cu. yds.	Trench Excavation	$ 1.00	180.00
82,000	cu. yds.	Excavation, Single Classif.	.22	18,040.00
24,500	yd. mi.	Truck Haul	.12	2,940.00
6.25	miles	Finishing Roadbed and Slopes	200.00	1,250.00
6,600	lin. ft.	Rounding Cutbanks	.10	660.00
600	lin. ft.	18" Corr. Iron Pipe	2.00	1,200.00
160	lin. ft.	24" Corr. Iron Pipe	3.00	480.00
20	lin. ft.	30" Corr. Iron Pipe	4.00	80.00
50	lin. ft.	36" Corr. Iron Pipe	5.00	250.00
400	lin. ft.	Salvaging Culvert Pipe	.75	300.00
			Subtotal	$ 25,680.00
			10% Engr. & Cont.	2,568.00
			Total	$ 28,248.00

Length	6.250 miles
Cost per mile	$ 4,519.60

FAS Funds- -	$ 17,240.00
State Funds- -	11,008.00
	$ 28,248.00

Oregon State Highway Department

Federal Aid Secondary
Project No. FAS 61-A (1)

LAMONTA-CROOK COUNTY LINE SECTION OF THE WARM SPRINGS HIGHWAY IN JEFFERSON COUNTY

(Estimate to accompany plans and specifications. Not as basis for project agreement.)

Salem, Oregon, March 2, 1940

All Required		Clearing and Grubbing	$	$ 300.00	
180	cu. yds.	Trench Excavation	1.00	180.00	
82,000	cu. yds.	Excavation, Single Classif.	.22	18,040.00	
24,500	yd. mi.	Truck Haul	.12	2,940.00	
6.25	miles	Finishing Roadbed and Slopes	200.00	1,250.00	
6,600	lin. ft.	Rounding Cutbanks	.10	660.00	
600	lin. ft.	18" Corr. Iron Pipe	2.00	1,200.00	
160	lin. ft.	24" Corr. Iron Pipe	3.00	480.00	
20	lin. ft.	30" Corr. Iron Pipe	4.00	80.00	
50	lin. ft.	36" Corr. Iron Pipe	5.00	250.00	
400	lin. ft.	Salvaging Culvert Pipe	.75	300.00	
~~3,110~~	~~rods~~	~~Barbed Wire and Metal Post Fence~~	~~1.10~~	~~3,421.00~~	
~~12~~	~~only~~	~~Steel Gates~~	~~20.00~~	~~240.00~~	
			Subtotal	$ ~~29,341.00~~	25680.00
			10% Engr. & Cont.	~~2,934.10~~	2568.00
			Total	$ ~~32,275.00~~	28248.00

Length	6.250 miles
Cost per mile	$ ~~5,164.00~~ 4519.60

FAS Funds- -	$ ~~19,690.00~~	17,240.00
State Funds- -	12,585.00	11,008.00
	$ 32,275.00	28,248.00

LAMONTA-CROOK COUNTY LINE SECTION

PROJECT NO. FAS 61-A (1)

While negotiations for right of way are in progress, some 8 parcels have not been acquired nor has the right to occupy and use these parcels been secured, but it is now believed the right of way can be made fully available within 16 days.

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

March 2, 1940

CONTRACT# [redacted] 2303

FA 194-E-1 Astoria (Taylor Ave.-Astor 1940
St.) Sec., Oregon Coast Hwy.
#2303

194-E-1

RECEIVED
MAR 31 1941
FOR FILING

R. H. Baldock

March 1st, 1941

Cost Analysis
Asphaltic Concrete Pavement

Astoria (Astor St.-Taylor Ave.)
Contract No. 2303
Jacobsen-Jensen, Contractors

Oregon Coast Highway
Prefix 4-1039
United Contracting Co., Sub-Contractors

L. D. Mars, Resident Engineer

Item	Cost	Quantity	Unit	Unit Cost	Unit Bid	Gross Revenue
Asphaltic Concrete	$5,636.42	897.09	Tons	$6.283	$7.25	$6,503.90
Cutback Asph. Conc.	3,422.43	544.66	"	6.283	7.25	3,948.79
	$9,058.85					$10,452.69

Gross Revenue	$10,452.69
Total Cost	9,058.85
Net Profit	$1,393.84

Net Profit Equals 13.3% of Gross Revenue

NOTED
State Highway Engineer

Detail of Cost

Labor:

Supervision	$300.00	
Labor	2,827.82	
State Industrial Accident Insurance	156.39	
Social Security & Unemployment Insurance	125.12	
		$3,409.33

Materials:

Mineral Aggregate	1,225 cu. yd.	at $1.38	$1,690.50	
Grade "D" Asphalt	54.0 Tons	" 6.50	351.00	
Freight on Asphalt	54.0 "	" 10.40	676.00	
RC-4 Road Oil	25.01 "	" 10.50	262.61	
Freight on Road Oil	25.01 "	" 2.80	70.03	
				3,050.14

Equipment:

Equipment Rental	$862.00	
Gas, Oil & Grease	406.61	
Plant Parts & Repairs	379.10	
Plant Site Rental	50.00	
Small Tools & Misc. Supplies	33.50	
Form Lumber	38.87	
Weighing Asphalt	81.50	
Public Liability Insurance	27.24	
Bond	104.52	
Home Office & Gen. Overhead 4% of Gross Revenue	418.11	
Move In	197.93	
		2,599.38
		$9,058.85

Astor St.-Taylor Avenue
United Contracting Co., Sub-contractors
Costs of Asphaltic Concrete Pavement

	Cost	Tons	Unit Cost
Move In & Set Up Plant	$343.20	1,441.75	$0.238
Parts & Repairs	259.10	"	0.180
Produce Asphaltic Concrete	1,774.06	"	1.230
Grade D Asphalt & RC-4 Road Oil	1,359.64	"	0.943
Mineral Aggregate	1,690.50	"	1.173
Haul to Street	605.70	"	0.420
Street Work	1,762.09	"	1.222
Supv., Bond & General Overhead	1,264.56	"	0.877
	$9,058.85	1,441.75	$6.283

REMARKS:

The asphaltic concrete pavement on this contract was subbed from Jacobsen-Jensen and was produced from September 5th to September 26th, 1940. A 500-lb. batch drum type portable plant was set up adjacent to a railroad spur aboue one mile from the job, and the asphalt and oil were piped directly to the plant. Aggregate was purchased from the Hildebrand commercial plant for $1.38 per yard delivered at the plant. Wheelbarrows were used to move the aggregate from the stockpiles to the paving plant, and the mix was hauled to the job in two light trucks. The plant operated 152 hours, and an average of 9.5 tons was produced per hour. Most of the material was placed on existing pavement, and very little fine grading or forms were required. A self-propelled spreader box was used for placing the mix on the street. Hauling to the job was expendisve, as, while two trucks were required, an average of only one 4.5-ton load was hauled per truck hour. However, due to a good bid price the sub-contractor made a good profit.

E. H. Clymer
Cost Analyst

By . . V. R. Jones

194-7-1

R. H. Baldock

February 14th, 1941

FINAL COST ANALYSIS

Astoria (Taylor Ave.-Astor St. Section)
Contract No. 2303

Grading and Paving
Jacobsen-Jensen, Contractors
L. D. Mars, Resident Engineer

Oregon Coast Highway
Prefix 4-1039

Item	Cost	Quantity	Unit	Unit Cost	Unit Bid	Gross Revenue
Clearing & Grubbing	$791.47	All				$400.00
Trench Excavation	255.88	232.62	Cu. Yd.	$1.12	$1.50	348.93
Embankment in Place	3,953.05	12,632.2	" "	0.31	0.38	4,800.24
Finishing Roadbed & Slopes	147.13	0.4	Mile	367.82	500.00	200.00
Removal of Old Pavement	43.11	113.45	Sq. Yd.	0.38	0.40	45.38
" " Sidewalks	177.28	931.94	" "	0.19	0.20	186.38
" " Curbs	57.68	640.99	Lin. Ft.	0.09	0.10	64.10
" " Catch Basins	13.80	3	Each	4.60	10.00	30.00
Adjusting Manholes & Basins	93.33	9	"	10.37	15.00	135.00
8" Sewer Pipe	342.16	728	Lin. Ft.	0.47	0.50	364.00
18" " "	159.74	98	" "	1.63	2.00	196.00
Concrete Catch Basins	130.20	7	Each	18.60	20.00	140.00
Concrete Curbs	1,076.71	53.78	Cu. Yd.	20.02	18.00	968.04
" Sidewalks	2,970.66	2,581.07	Sq. Yd.	1.15	1.45	3,742.55
" Driveway Aprons	285.73	148.82	" "	1.92	2.00	297.64
" in Floating Islands	117.45	5.26	Cu. Yd.	22.33	25.00	131.50
Mesh Reinforcement	8.33	111	Lbs.	0.075	0.07	7.77
3/4"x6" Dowel Pins	4.80	40	Each	0.12	0.12	4.80
Const. Recesses for Lights	30.00	All				30.00
3/4" Electrical Conduit	12.80	40	Lin. Ft.	0.32	0.35	14.00
3"-0" Mat'l in Base	2,223.54	1,814	Cu. Yd.	1.23	1.30	2,358.20
3/4"-0" Mat'l in Cushion	928.67	524	" "	1.77	1.85	969.40
Portland Cement Concrete Pavement	19,698.48	10,698.7	Sq. Yd.	1.84	1.84	19,685.61

NOTED
Highway Engineer

Astoria Cost Analysis

Item	Cost	Quantity	Unit	Unit Cost	Unit Bid	Gross Revenue
3/4" Expansion Joints	$129.10	1,113	Lin. Ft.	0.116	0.15	$166.95
½"x4" " "	52.66	786	" "	0.067	0.08	62.88
½"x7" " "	15.83	174	" "	0.091	0.15	26.10
Contraction Joints	131.96	5,278.3	" "	0.025	0.02	105.57
Dowels	196.47	1,062	Each	0.185	0.15	159.30
Tie Bars & Reinf.	292.78	5,630.4	Lbs.	0.052	0.05	281.52
Asphaltic Concrete *	6,566.70	897.09	Tons	7.32	7.25	6,503.90
Cutback Asph. Conc. *	3,990.52	544.66	"	7.32	7.25	3,948.79
PA #1, Cement Adjustment		- 242.95	Bbls.		2.39	- 580.65
Force Account	37.87					37.87
Deduction for Excess Engineering Costs due to Overrun of Time Limit						- 466.33
	$44,935.89					$45,365.44

* Sub-contracted to United Contracting Co.

Gross Revenue	$45,365.44
Total Cost	44,935.89
Net Profit	$429.55

Net Profit Equals 1.0% of Gross Revenue

Astoria (Taylor Ave.-Astor St.)

Detail of Cost

Labor:

Supervision	$960.00	
Labor	8,047.63	
State Industrial Accident Insurance	499.59	
Social Security & Unemployment Insurance	310.45	
		$9,817.67

Materials:

8" Sewer Pipe	728	lin. ft.	at	$0.32	$232.96	
18" " "	98	" "	"	1.32	129.36	
Tie Bars & Reinf. Steel	5,630.4	lbs.	"	0.0424	238.73	
Portland Cement	3,587¼	bbl.	"	2.39	8,573.52	
Concrete Aggregate	3,099	cu. yd.	"	1.33		
		in Batch Bunkers			4,112.88	
Mesh Reinforcement	111	lbs.	at	0.065	7.22	
3/4"x6" Dowel Pins	40	each	"	0.04½	18.00	
Dowels	1,062	each	"	0.12½	132.75	
Sleeves	1,062	each	"	0.03½	37.17	
3/4" Electrical Conduit	40	lin. ft.	"	0.10	4.00	
3/4" Expansion Joints	1,152	lin. ft.	"	0.096	110.59	
½"x4" " "	786	" "	"	0.047	36.94	
½"x7" " "	174	" "	"	0.071	12.35	
Contraction Joints	5,278.3	" "	"	0.015	79.17	
3"-0" Crushed Rock	1,814	cu. yd.	"	0.70	1,269.80	
3/4"-0" Crushed Rock	524	" "	"	1.20	628.80	
						15,624.24

Equipment Rental & Misc. Supplies:

Equipment Rental	$2,544.50	
Hired Trucks	2,299.93	
Water Pipe & Cotton Mats	280.47	
Gas, Oil and Grease	667.31	
Form Lumber	337.05	
Misc. Supplies & Small Tools	293.55	
Water	356.84	
Move In	362.09	
Bond	448.52	
Public Liability Insurance	90.07	
Office & General Overhead - 3% of Gross Revenue	1,360.96	
		9,041.29

Sub-Contractor: United Contracting Co.:

897.09 Tons of Asphaltic Concrete at $7.25	$6,503.90	
544.66 " " Cutback Asphaltic Concrete at $7.25	3,948.79	
		10,452.69
		$44,935.89

Astoria (Taylor Ave.-Astor St.)

REMARKS:

This contract, which required the grading and paving of .43 of a mile in the City of Astoria, was bid on May 2nd, 1940. The contractor started work on May 20th, and completed on September 26th, 1940.

The material for the embankment in place was secured from two borrow pits situated on city lots and within 0.5 of a mile from the job. The material was loaded with a hired 3/4-yard shovel and spread on the fill with a cat and dozer. The contractor placed an average of 62 cu. yds. per hour.

The 3" - 0" base rock was purchased from the Hildebrand commercial quarry and hauled to the job by the contractor. The aggregate for the concrete items was purchased from the City Lumber & Supply Co. in their batch bunkers. The cement was unloaded from box cars and dumped in the trucks at the batch plant, and the haul of the batched material to the job averaged 0.5 of a mile. A 1-sack Rex mixer was used for pouring sidewalks and a 7-sack Koehring mixer was used for the paving. The large mixer was operated 90 hours on the paving, and an average of 119 sq. yds. was laid per hour. The large mixer was also used for pouring the integral type curb. Combining the pouring of pavement and curbs slowed the progress of the work and increased the cost. The asphaltic concrete pavement was subbed to the United Contracting Co. who moved in a small portable plant.

The contractor made a small profit on the job which could have been increased had he made better progress on the paving.

E. H. Clymer
Cost Analyst

By . . V. R. Jones

RECEIVED

194-E-1

January 30, 1941

Great American Indemnity Company
Harvey Wells-Reed Insurance Agency
Failing Building
Portland, Oregon

Gentlemen:

You are hereby notified that state highway contract No. 2505 for work on the Astoria (Taylor Ave.-Astor St.) Section of the Oregon Coast Highway in Clatsop County, has been completed by the contractors Jacobsen-Jensen Company, and that final settlement will be made on or after February 10, 1941.

The state is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues, or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the state assumes no responsibility for any such claims should there be any.

This notice is served upon you since you appear as surety on the bond furnished by the above contractor. Kindly acknowledge receipt of this letter.

For your information we wish to advise that the total amount paid the contractor in connection with this contract will be $45,365.44, including final payment, of which $57.87 is for force account work. This contract was completed on September 26, 1940, and was accepted by the Commission on October 11, 1940.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

By

RS

Secretary

NOTED
D. G. DeSart

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JAN 6 1941
FOR FILING

194-E-1

January 4, 1941

Great American Indemnity Company
Harvey Wells-Reed Insurance Agency
Failing Building
Portland, Oregon

Gentlemen:

You are advised that it is the intention of the State Highway Commission to make semi-final payment to Jacobsen-Jensen Company on Contract No. 2303 which is for grading and paving the Astoria (Taylor Avenue-Astor Street) Section of the Oregon Coast Highway, in Clatsop County. This payment, in the amount of $2,104.80, will be made on or after January 14, 1941. The retained percentage is $2,000.00.

The state is not advised of any unpaid claims for labor or materials or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the state assumes no responsibility for any such claims should there be any.

Kindly acknowledge receipt of this letter.

Very truly yours,

STATE HIGHWAY COMMISSION

By

DD:AM

Secretary

NOTED
D. G. DeSart

Form E-1—8M—5-40

194-E-1

OREGON STATE HIGHWAY COMMISSION
FIELD ENGINEER'S WEEKLY REPORT
FOR CONSTRUCTION PROJECTS ONLY

For Week Ending Dec. 21, 1940, 19

Section Astoria (Taylor Ave - Astor St.) Sec	*Kind of work* Grading & Paving
Highway Oregon Coast	*Section prefix* 4-1039
Contractor Jacobsen - Jensen	*Contract number* 2505
Date of contract May 2, 1940, 19	*Date of completion* August 31, 1940, 19
Date work started " 20, ", 19	*Estimated date of completion* , 19
Amount of contract $50,159.20	*Per cent of time elapsed* 26 days over Cont. %

Estimated cost of completed project, exclusive of engineering $46,374.04

Per cent of contract completed, based on total contract price %

Engineering cost to date, $3,188.69, % *Date project was completed* Sept. 26, 1940, 19

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

Semi-final estimate completed and expressed to Salem 12/21/40

NOTED
RAY WEBBER

Signed L. D. Mars

Address Astoria

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project					
Miles partially completed					
Miles completed					
Total estimated quantities					
Estimated quantities moved or placed to date					
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day					
Hours per shift					
Average force on project for week					

Percentages of men employed on contract to be secured from:

.... County, ...%; .... County, ...%; .... County, ...%; .... County, ...%

	NUMBER USED AND SECURED FROM					CONTRACTOR'S KEY MEN, ETC.	TOTAL
	COUNTY	COUNTY	COUNTY	COUNTY	OTHER SOURCES		
Men							
Men and teams							
Men and trucks under 3 tons							
Men and trucks over 3 tons							
Men and tractors							

Equipment used during week: Shovels ...., Power graders ...., Rollers ...., Mixers ...., Crushing or screening plants ....,

Compressors ...., Bulldozers ...., Sheet-foot rollers ...., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday			
Monday			
Tuesday			
Wednesday			
Thursday			
Friday			
Saturday			

RECEIVED
DEC 23 1940
OFFICE OF
DIVISION ENGINEER
DIVISION NO. 2

STATE PRINTING DEPT.

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NOV 27 1940
FOR FILING

194-E-1

November 25, 1940

JACOBSEN-JENSEN COMPANY
517 N. E. Stanton
Portland, Oregon

Gentlemen:

At the meeting of the State Highway Commission held on October 11, the following action was taken on your request for extension of time:

> "Jacobsen-Jensen Company, Contract No. 2303, for grading and paving the Astoria (Taylor Avenue-Astor Street) Section of the Oregon Coast Highway, in Clatsop County, requested an extension of time of 35 days, from August 31 to October 5, 1940, within which to complete this project. They attributed their failure to complete the project within the specified time limit to labor problems and to difficulties in handling materials. The Engineer advised that the difficulties encountered by the contractor, necessitating an extension of time, in his estimation could have been overcome if handled properly. Furthermore, the contractor could have avoided the overrun in the time limit had they started the work sooner, the records showing that the contract was awarded on May 2 but that work was not started until May 19. He recommended that an extension of time of 30 days, from August 31 to September 30, be granted subject to the condition that the contractor reimburse the state for extra engineering expense incurred subsequent to the specified date of completion. A letter was presented from the Public Roads Administration concurring therein. The Commission approved the recommendation."

Very truly yours,

STATE HIGHWAY COMMISSION
By

Secretary

MEL
cc - F. D. Mason

194-E-1

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION

Stencil No. 3.

IN YOUR REPLY PLEASE
REFER TO FILE No.________

RECEIVED
NOV 16 1940

POST OFFICE BUILDING
PORTLAND, OREGON

October 7, 1940

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

Final inspection of Oregon FAP 194-E (1), the Astoria Section of the Oregon Coast Highway, was made by a representative of this office on September 30, 1940. Prompt submission of the final voucher will be appreciated.

Very truly yours,

W. H. LYNCH
District Engineer

By L. J. Caufield
L. J. Caufield
Sr. Highway Engineer

Ira

194-E-1

RECEIVED
OCT 9 1940

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION

RECEIVED
27 1940
STATE HIGHWAY COMMISSION

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

POST OFFICE BUILDING
PORTLAND, OREGON

Stencil No. 124

IN YOUR REPLY PLEASE
REFER TO FILE NO. Ore. FAP 194-E (1)
Astoria Sec.,
Oregon Coast Hwy.

September 26, 1940

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

We are forwarding herewith, for your files, an executed copy of the ____________________ project agreement and certificate for the above numbered project.

Very truly yours,

W. H. LYNCH
District Engineer

By T M Davis
T. M. Davis
Sr. Highway Engineer

Encls.

Jro

wa4pr-7176

Form P. R. 2

State Oregon

Federal Aid Project No. 194-E(1)

PROJECT AGREEMENT

MEMORANDUM OF AGREEMENT made this 16th day of Aug, 1940 by and between the Oregon State Highway Commission, constituting for the purpose hereof, the Highway Department of the State of Oregon hereinafter called the Highway Department, and the Federal Works Administrator, hereinafter called the Administrator, under and pursuant to the provisions of the act of Congress approved July 11, 1916 (39 Stat., 355), entitled "An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes," and of the act approved November 9, 1921 (42 Stat., 212), entitled "An Act to amend the Act entitled 'An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes,' approved July 11, 1916, as amended and supplemented, and for other purposes," and acts amendatory thereof or supplementary thereto:

Whereas the Highway Department of said State submitted on the 5th day of June, 1933, a project statement, which was approved on the 20th day of June, 1933, for the proposed construction of a project consisting of the road hereinafter described; and

Whereas the Highway Department, in accordance with the rules and regulations promulgated for the administration of the Federal Highway Act, has furnished surveys, plans, specifications, and estimates for Section E(1) of said project which were recommended for approval by the District Engineer of the Public Roads Administration on the 17th day of April 1940; and

Whereas the Administrator has certified to the Secretary of the Treasury his approval of said surveys, plans, specifications, and estimates, and the sum of Twenty-nine thousand, five hundred fifty and 00/100 dollars ($29,550.00) as the share of the United States payable under said act on account of Section E(1) of said project, which does not exceed the authorized Federal pro rata share of the approved total estimated cost thereof:

Now, therefore, in consideration of the premises and of the several promises to be faithfully performed by each, as hereinafter set forth the Highway Department and the Administrator do hereby mutually agree as follows:

16—11379

FUNDS AT THE DISPOSAL OF THE HIGHWAY DEPARTMENT

Article I. Funds for the use of the Highway Department in the construction of said project have been made available in the following manner, to wit:

(*a*) By the State from Chap. 175, Laws 1917; Chap. 31, Laws 1920; Chap. 529, Laws 1939.
(Include date and citation of act of legislature by which authorized)

(*b*) From other sources
(State how placed under direct control of Highway Department)

ROAD EMBRACED IN PROJECT

Article II. This agreement covers the following highway as described in detail in said surveys, plans, and specifications:

Between survey station 23+58 on Taylor Avenue, and survey station 54+75 on Astor Street at Fifth Street, all in Astoria

, length 0.590 of a mile~~s~~ in Clatsop County, being Section E(1) of Oregon Federal Aid project No. 154, consisting of 0.590 of a mile~~s~~ of roadway and no bridges, ~~each~~ of more than 20 feet clear span.

[illegible]

CHARACTER AND METHOD OF CONSTRUCTION

ARTICLE III. The Highway Department will construct or cause to be constructed to final completion said project, in strict compliance with said plans and specifications, which are made a part hereof, under its direct supervision, which shall include adequate inspection throughout the course of construction, subject at all times to inspection and approval by the Administrator or his agents, and in accordance with the laws of said State, the rules and regulations of the Administrator, and the following conditions:

(*a*) It is agreed that the construction work on the project shall be performed by contract, unless the performance thereof by force account shall be approved by the Administrator or his authorized representatives. Such construction work as may be performed by force account shall be paid for on the basis of the units of work performed at the unit prices set forth in the estimate as approved by the Administrator, except that where the total actual cost is ascertained to be less than the estimate so approved the total Federal payments shall not exceed the Federal pro rata share of such total actual cost.

UNITED STATES PRO RATA SHARE OF THE COST OF SAID PROJECT

ARTICLE IV. The United States pro rata share of the value of the labor and materials which shall be actually put into the construction of Section E(1) of said project shall not in any event exceed the sum of Twenty-nine thousand, five hundred fifty and 00/100 dollars ($29,550.00), certified to the Secretary of the Treasury as above mentioned, which does not exceed the authorized Federal pro rata share of Forty-eight thousand, four hundred thirty-five and 75/100 dollars ($48,435.75), the approved total estimated cost of Section E(1) of said project.

PAYMENTS

ARTICLE V. As the construction of said project progresses, the Administrator shall from time to time draw warrants on the Secretary of the Treasury for the payment to the State Treasurer

(Official or depository)

hereby designated by the Highway Department for that purpose and authorized under the laws of said State to receive public funds of the State of Oregon

(Name)

of such sums as shall not, together with previous payments, exceed the United States pro rata share, as above specified, of the value, as determined by the Administrator after inspection and approval, of the labor and materials which have actually been put into said construction work in compliance with the requirements of Article III hereof.

The Administrator reserves the right to withhold such sum as he may deem necessary to insure completion of construction in compliance with said plans and specifications.

MAINTENANCE OF PROJECT

ARTICLE VI. The Highway Department will maintain said project in compliance with said acts of July 11, 1916, and November 9, 1921, out of funds which have been or will be made available therefor by said State in the manner herein set forth, to wit: Chap. 529, laws 1939.

(Include reference to statute authorizing funds and probable amount annually available)

The Highway Department will use every means within its power to insure proper and permanent maintenance of said project, and to that end will provide for the constant making of needed repairs to preserve a smooth-surfaced highway.

Showing of authority of the Highway Department to execute agreements will be found in the agreement for project No. 112

In witness whereof the parties have hereunto affixed their signatures, the Highway Department on the day and year first above written and the Administrator on the ________ day of SEP 9 1940, 19__

OREGON STATE HIGHWAY COMMISSION
(Official title of Highway Department)

By Henry F. Cabell
Chairman, State Highway Commission
(Title of officer)

By Herman W. Oliver
Member, State Highway Commission
(Title of officer)

By ____________________
Member, State Highway Commission
(Title of officer)

By ____________________
____
(Title of officer)

By ____________________
____
(Title of officer)

FEDERAL WORKS ADMINISTRATOR,

By H. J. O'Leary
Acting Commissioner of Public Roads.

U. S. GOVERNMENT PRINTING OFFICE 16—11379

Form PR. 8—Revised

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION

CERTIFICATE OF APPROVAL OF PLANS, SPECIFICATIONS, AND ESTIMATES

(Under "An Act to provide that the United States shall aid the States in the construction of rural roads, and for other purposes," approved July 11, 1916, and acts amendatory thereof and supplementary thereto.)

To

The Secretary of the Treasury, and

The State Highway Department of the State of Oregon

Pursuant to the acts above cited, I hereby certify—

First. That in accordance with the provisions of said acts, I have approved the plans, specifications, and estimates submitted by the State Highway Department of the State of Oregon for the construction of a highway designated in the records of this Agency as Federal Aid Project No. 194-B(1) State of Oregon

Second. That in accordance with said provisions I have approved the sum of $ 48,435.75 as the total estimated cost of said project, and the sum of $ 29,550.00 as the share of the United States, payable under said acts on account of such project, which does not exceed the authorized Federal pro rata share of said total estimated cost.

Done at the city of Washington, this .... day of ....

one thousand nine hundred and SEP 9 1940

Federal Works Administrator,

By H. J. O'Leary
Acting Commissioner of Public Roads.

U. S. GOVERNMENT PRINTING OFFICE 16—10128

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G 20 1940
FOR FILING

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION

194-E-1

(Stencil #28)

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT NO. 1

POST OFFICE BUILDING
PORTLAND, OREGON

IN YOUR REPLY PLEASE
REFER TO FILE NO. Astoria Section (Taylor Ave.-Astor St.)
Oregon Coast Highway
Ore. FAP 194-E (1)

August 8, 1940

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

We are forwarding herewith two copies of proposed project agreement for signature and return to this office.

Enclosed is an approved copy of the detail estimate, upon which the agreement was based, together with approved copy of specifications.

Very truly yours,

W. H. LYNCH
District Engineer

By T. M. Davis
T. M. Davis
Sr. Highway Engineer

RECEIVED
JUL 15 1940
FOR FILING

194-E-1

July 13, 1940

Mr. W. H. Lynch
District Engineer
Public Roads Administration
Post Office Box 3900
Portland, Oregon

Dear Sir:

Herewith are enclosed seven copies of estimate as basis for project agreement for the Astoria (Taylor Avenue-Astor Street) Section, Project No. FA 194-E (1).

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/GS

Encl.

Oregon State Highway Department Federal Aid Project No. FA 194-E (1)

ASTORIA (TAYLOR AVE.-ASTOR ST.) SECTION
OF THE OREGON COAST HIGHWAY IN CLATSOP COUNTY

(Estimate as basis for project agreement. Based on low bid prices.)

Salem, Oregon, June 14, 1940

64' Pavement (Sta. 23+58 to 28+77)

All Required		Clearing and Grubbing		$ 62.00
6	cu. yds.	Trench Excavation	$ 1.50	9.00
700	cu. yds.	Embankment in Place	.38	266.00
.09	mile	Finishing Roadbed and Slopes	500.00	45.00
900	sq. yds.	Removal of Sidewalks	.20	180.00
500	lin. ft.	Removal of Curbs	.10	50.00
2	only	Removal of Catch Basins	10.00	20.00
1	only	Adjusting Manholes and Basins	15.00	15.00
45	lin. ft.	8" Sewer Pipe	.50	22.50
1	only	Concrete Catch Basins	20.00	20.00
6	cu. yds.	Concrete Curbs	18.00	108.00
500	sq. yds.	Concrete Sidewalks	1.45	725.00
200	cu. yds.	3" - 0" Material in Base	1.30	260.00
20	cu. yds.	3/4" - 0" Material in Cushion Course	1.85	37.00
450	sq. yds.	Portland Cement Concrete Pavement	1.84	828.00
30	lin. ft.	3/4" Expansion Joints	.15	4.50
20	lin. ft.	1" x 7" Expansion Joints	.15	3.00
600	lin. ft.	1" x 4" Expansion Joints	.08	48.00
250	lin. ft.	Contraction Joints	.02	5.00
30	only	Dowels	.15	4.50
350	tons	Asphaltic Concrete	7.25	2,537.50
150	tons	Cutback Asphalt Wearing Surface	7.25	1,087.50
			Subtotal	$ 6,337.50
			10% Engr. & Cont.	633.75
			Total	$ 6,971.25

Length .098 mile
Cost per mile $ 71,135.20

60' Pavement (Sta. 28+77 to 44+75)

All Required		Clearing and Grubbing		$ 192.00
74	cu. yds.	Trench Excavation	$ 1.50	111.00
10,200	cu. yds.	Embankment in Place	.38	3,876.00
0.30	mile	Finishing Roadbed and Slopes	500.00	150.00
40	sq. yds.	Removal of Old Pavement	.40	16.00
120	sq. yds.	Removal of Sidewalks	.20	24.00
150	lin. ft.	Removal of Curbs	.10	15.00
1	only	Removal of Catch Basins	10.00	10.00
1	only	Adjusting Manholes and Catch Basins	15.00	15.00
335	lin. ft.	8" Sewer Pipe	.50	167.50
100	lin. ft.	18" Sewer Pipe	2.00	200.00
5	only	Concrete Catch Basins	20.00	100.00
38	cu. yds.	Concrete Curbs	18.00	684.00
2,050	sq. yds.	Concrete Sidewalks	1.45	2,972.50
100	sq. yds.	Concrete Driveway Aprons	2.00	200.00
6	cu. yds.	Concrete in Floating Island	25.00	150.00
110	lbs.	Mesh Reinforcement	.07	7.70
40	only	3/4" x 6" Dowel Pins	.12	4.80
All Required		Constructing Recesses for Lights and Markers		30.00
40	lin. ft.	3/4" Electrical Conduit	.35	14.00
1,700	cu. yds.	3" - 0" Material in Base	1.30	2,210.00
300	cu. yds.	3/4" - 0" Material in Cushion Course	1.85	555.00
10,450	sq. yds.	Portland Cement Concrete Pavement	1.84	19,228.00
920	lin. ft.	3/4" Expansion Joints	.15	138.00
60	lin. ft.	1" x 7" Expansion Joints	.15	9.00
450	lin. ft.	1" x 4" Expansion Joints	.08	36.00
6,050	lin. ft.	Contraction Joints	.02	121.00
970	only	Dowels	.15	145.50
3,000	lbs.	Tie Bars and Reinforcement	.05	150.00
90	tons	Asphaltic Concrete	7.25	652.50
40	tons	Cutback Asphalt Wearing Surface	7.25	290.00
			Subtotal	$ 32,474.50
			10% Engr. & Cont.	3,247.45
			Total	$ 35,721.95

Length	0.303 mile
Cost per mile	$ 117,894.22

44' Pavement (Sta. 44+75 to 54+75)

All Required	Clearing and Grubbing		$	120.00
2 only	Adjusting Manholes and Basins	$ 15.00		30.00
50 cu. yds.	3" - 0" Material in Base	1.30		65.00
20 lin. ft.	½" x 7" Expansion Joints	.15		3.00
390 tons	Asphaltic Concrete	7.25		2,827.50
300 tons	Cutback Asphalt Wearing Surface	7.25		2,175.00
	Subtotal		$	5,220.50
	10% Engr. & Cont.			522.05
	Total		$	5,742.55

Length	0.189 mile
Cost per mile	$ 30,383.86

SUMMARY OF FUNDS REQUESTED

Item	Total Cost	Federal Aid Funds	State Funds
64' Pavement	$ 6,971.25	$ 4,253.00	$ 2,718.25
60' Pavement	35,721.95	21,793.00	13,928.95
44' Pavement	5,742.55	3,504.00	2,238.55
	$ 48,435.75	$ 29,550.00	$ 18,885.75

State Funds for Construction: Chap. 175, laws 1917; Chap. 31, laws 1920;
Chap. 529, laws 1939
State Funds for Maintenance: Chap. 529, laws 1939

194-E-1

May 23, 1940

Jacobsen-Jensen Company
517 N. E. Stanton Street
Portland, Oregon

Gentlemen:

We are forwarding to you today, by express, a fully executed copy of Contract No. 2303 which was awarded to you on May 2, 1940, for 0.43 mile grading and 0.62 mile paving on the Astoria (Taylor Avenue-Aster Street) Section of the Oregon Coast Highway, in Clatsop County. This is for your records and files.

Very truly yours,

AH

Secretary

RECEIVED
MAY 10 1940
FOR FILING

194-E-1

May 9, 1940.

JACOBSEN-JENSEN COMPANY
517 N. E. Stanton Street
Portland, Oregon

Gentlemen:

We are returning to you by express four copies of Contract No. 2303 which was awarded to you on May 2, 1940, for the Taylor Avenue-Astor Street Section of the Oregon Coast Highway in Astoria.

You are advised that before this contract will be acceptable it will be necessary that Mr. K. F. Jacobsen, President of your corporation, sign both the agreement and bond of each copy. Please have this done and return all four copies to this office.

Very truly yours,

STATE HIGHWAY COMMISSION
By

Secretary

JM:MBL

194-E-1

May 6, 1940

Jacobsen-Jensen Company
517 N. E. Stanton Street
Portland, Oregon

Gentlemen:

We are forwarding to you today, by express, four copies of Contract No. 2303 which was awarded to you on May 2, 1940, by the State Highway Commission, covering 0.43 mile grading and 0.62 mile paving on the Astoria (Taylor Avenue-Astor Street) Section of the Oregon Coast Highway, in Clatsop County.

Will you kindly execute all four copies of this contract as to agreement and bond and return them to this office for approval by the Highway Commission. When this is done a fully executed copy will be returned to you for your records and files. We will also send an executed copy to the surety on your bond.

Your special attention is called to the provision under Section 5 of the General Provisions, relating to the Workmen's Compensation Act. You are expected to accept the terms of this Act and to carry on your work under this contract in strict conformance thereto.

Your attention is also called to the mimeographed page immediately following page 51 of the mimeographed Special Provisions, relating to the payment by the contractor of amounts due hospital associations, et cetera.

Very truly yours,

Secretary

RECEIVED
MAY 6 1940
FOR FILING

194-E-1

May 3, 1940

Jacobsen-Jensen Company
517 N. E. Stanton
Portland, Oregon

Gentlemen:

The State Highway Commission on May 2, 1940, awarded you the contract for 0.43 mile grading and 0.62 mile paving on the Astoria (Taylor Avenue-Astor Street) Section of the Oregon Coast Highway, in Clatsop County. This award was based on your low bid of $44,852.00 submitted on that date.

Contract forms will be sent to you for execution within the next few days.

Very truly yours,

AM

Secretary

cc - Mr. S. H. Probert
Mr. G. S. Paxson

RECEIVED
AUG 21 1940
FOR FILING

194-E-1

May 2, 1940

Mr. W. H. Lynch
District Engineer
Public Roads Administration
Post Office Box 3900
Portland, Oregon

Dear Sir:

All necessary right of way has been acquired for the Astoria (Taylor Avenue-Astor Street) Section, Project No. FA 194-E (1).

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/MB

194-E-1

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION
DISTRICT ONE

MONTANA
OREGON
WASHINGTON

POST OFFICE BUILDING
PORTLAND, OREGON

MAY 6 - 1

May 2, 1940

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

This is to confirm our verbal concurrence in award of contract, as of this date, for Oregon Federal Aid Project No. FAP 194-E (1), Astoria (Taylor Ave.-Astor St.) Section of the Oregon Coast Highway, to Jacobsen-Jensen Co., Portland, Oregon, who submitted the low bid.

Very truly yours,

W H Lynch
W. H. LYNCH
District Engineer

[illegible] Office Engineer

RECEIVED
AUG 16 1940
FOR FILING

194-E-1

April 18, 1940

Mr. W. H. Lynch
District Engineer
Public Roads Administration
Post Office Box 3900
Portland, Oregon

Dear Sir:

With reference to the bid item, "Embankment in Place," on the Astoria (Taylor Ave.-Astor St.) Section of the Oregon Coast Highway, being Federal Aid Project No. 194-E, it is our opinion that embankment measurement of the roadbed grading quantities will provide a more accurate means of determining the pay quantities than would measurement of the materials in their original position prior to excavation.

Of the total quantities of materials required for the roadway, approximately 11% are to be obtained from required roadbed excavations, the balance of 89% to be obtained for completion of required embankments from a source or sources of suitable materials to be furnished by the contractor.

Earth and gravel materials are not readily available in quantity in the vicinity of Astoria, and it is probable that the contractor will furnish rock, sand or sandstone, possibly obtained from several sources.

The excavations made by the contractor in materials of those classifications would probably be difficult of accurate measurement, due to irregularity of slope and break, and as they might quite possibly extend over large areas of irregular terrain.

Neat cross-section measurement of the completed highway embankments will provide accurate control of the pay quantity and is, in our opinion, the fair way to pay for the work performed on a project of this nature.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

VGO'N:ME

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION
DISTRICT ONE

MONTANA
OREGON
WASHINGTON

POST OFFICE BUILDING
PORTLAND, OREGON

April 17, 1940

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

P.S.& E. documents for Oregon Federal Aid Project No. 194-E (1), the Astoria Section of the Oregon Coast Highway, have today been recommended for approval, subject to final review and approval by the Commissioner of Public Roads. This is your authority to advertise for bids.

Revised project statement sketch map cover the route proposed for construction under this section should be submitted as soon as possible and, in any event, before bids are opened.

Concurrence in award of contract will be withheld pending receipt of certificate that all rights of way have been secured.

The usual copies of town resolution covering encroachments should be forwarded with the agreement estimate.

Very truly yours,

W. H. LYNCH
District Engineer

By
F. E. Andrews
Sr. Highway Engineer

Oregon State Highway Department   Federal Aid Project No. FA 194-E (1)

ASTORIA (TAYLOR AVE.-ASTOR ST.) SECTION

OF THE OREGON COAST HIGHWAY IN CLATSOP COUNTY

(Estimate to accompany plans and specifications. Not as basis for project agreement.)

Salem, Oregon, April 16, 1940

64' Pavement (Sta. 23+53 to 28+77)

All Required		Clearing and Grubbing		$ 15.00
6	cu. yds.	Trench Excavation	$ 1.00	6.00
700	cu. yds.	Embankment in Place	.40	280.00
.09	mile	Finishing Roadbed and Slopes	300.00	27.00
900	sq. yds.	Removal of Sidewalks	.20	180.00
500	lin. ft.	Removal of Curbs	.10	50.00
2	only	Removal of Catch Basins	5.00	10.00
1	only	Adjusting Manholes and Basins	10.00	10.00
45	lin. ft.	8" Sewer Pipe	.60	27.00
1	only	Concrete Catch Basins	20.00	20.00
6	cu. yds.	Concrete Curbs	22.00	132.00
500	sq. yds.	Concrete Sidewalks	1.50	750.00
200	cu. yds.	3" - 0" Material in Base	1.50	300.00
20	cu. yds.	3/4" - 0" Material in Cushion Course	1.75	35.00
450	sq. yds.	Portland Cement Concrete Pavement	1.80	810.00
30	lin. ft.	3/4" Expansion Joints	.15	4.50
20	lin. ft.	2" x 7" Expansion Joints	.10	2.00
600	lin. ft.	2" x 4" Expansion Joints	.05	30.00
250	lin. ft.	Contraction Joints	.03	7.50
30	only	Dowels	.15	4.50
350	tons	Asphaltic Concrete	6.50	2,275.00
150	tons	Cutback Asphalt Wearing Surface	6.50	975.00
			Subtotal	$ 5,950.50
			10% Engr. & Cont.	595.05
			Total	$ 6,545.55

Length	.098 mile
Cost per mile	$ 66,791.32

60' Pavement (Sta. 28+77 to 44+75)

All Required		Clearing and Grubbing		$ 50.00
74	cu. yds.	Trench Excavation	$ 1.00	74.00
10,200	cu. yds.	Embankment in Place	.40	4,080.00
0.30	mile	Finishing Roadbed and Slopes	300.00	90.00
40	sq. yds.	Removal of Old Pavement	.40	16.00
120	sq. yds.	Removal of Sidewalks	.20	24.00
150	lin. ft.	Removal of Curbs	.10	15.00
1	only	Removal of Catch Basins	5.00	5.00
1	only	Adjusting Manholes and Catch Basins	10.00	10.00
335	lin. ft.	8" Sewer Pipe	.60	201.00
100	lin. ft.	18" Sewer Pipe	1.80	180.00
5	only	Concrete Catch Basins	20.00	100.00
38	cu. yds.	Concrete Curbs	22.00	836.00
2,050	sq. yds.	Concrete Sidewalks	1.50	3,075.00
100	sq. yds.	Concrete Driveway Aprons	2.00	200.00
6	cu. yds.	Concrete in Floating Island	22.00	132.00
110	lbs.	Mesh Reinforcement	.06	6.60
40	only	3/4" x 6" Dowel Pins	.10	4.00
All Required		Constructing Recesses for Lights and Markers		25.00
40	lin. ft.	3/4" Electrical Conduit	.25	10.00
1,700	cu. yds.	3" - 0" Material in Base	1.50	2,550.00
300	cu. yds.	/4" - 0" Material in Cushion Course	1.75	525.00
10,450	sq. yds.	Portland Cement Concrete Pavement	1.80	18,810.00
920	lin. ft.	3/4" Expansion Joints	.15	138.00
60	lin. ft.	1" x 7" Expansion Joints	.10	6.00
450	lin. ft.	1" x 4" Expansion Joints	.05	22.50
6,050	lin. ft.	Contraction Joints	.03	181.50
970	only	Dowels	.15	145.50
3,000	lbs.	Tie Bars and Reinforcement	.06	180.00
90	tons	Asphaltic Concrete	6.50	585.00
40	tons	Cutback Asphalt Wearing Surface	6.50	260.00
			Subtotal	$ 32,537.10
			10% Engr. & Cont.	3,253.71
			Total	$ 35,790.81

Length	0.303 mile
Cost per mile	$ 118,121.48

44' Pavement (Sta. 44+75 to 54+75)

All Required		Clearing and Grubbing		$ 30.00
2	only	Adjusting Manholes and Basins	$ 10.00	20.00
50	cu. yds.	3" - 0" Material in Base	1.50	75.00
20	lin. ft.	½" x 7" Expansion Joints	.10	2.00
390	tons	Asphaltic Concrete	6.50	2,535.00
300	tons	Cutback Asphalt Wearing Surface	6.50	1,950.00
			Subtotal	$ 4,612.00
			10% Engr. & Cont.	461.20
			Total	$ 5,073.20

Length	0.189 mile
Cost per mile	$ 27,424.33

SUMMARY OF FUNDS REQUESTED

Item	Total Cost	Federal Aid Funds	State Funds
64' Pavement	$ 6,545.55	$ 3,993.00	$ 2,552.55
60' Pavement	35,790.81	21,833.00	13,957.81
44' Pavement	5,073.20	3,094.00	1,979.20
	$ 47,409.56	$ 28,920.00	$ 18,489.56

ASTORIA SECTION

Project No. FA 194-E (1)

While negotiations for right of way are in progress, one parcel has not been acquired, nor has the right to occupy and use this parcel been secured, but it is now believed that the right of way can be made fully available within 12 days.

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

CONTRACT#2304

9-1014 Brothers-Harney County Line Section
Central Oregon Highway
#2304 1940

2-1014

RECEIVED
AUG 10 1940
FOR FILIN

RECEIVED
10 1940
STATE H[illegible] COMMISSION

UNITED PACIFIC
Insurance Company

EXCHANGE BUILDING

SEATTLE, WASHINGTON

PORTLAND OFFICE
627 BOARD OF TRADE BUILDING
PORTLAND, OREGON

August 9th, 1940.

Oregon State Highway Commission
Salem, Oregon.

Attention: Mr. H.B. Glaisyer, Secretary

Gentlemen: RE: STATE HIGHWAY CONTRACT NO. 2304 -
NORRIS BROTHERS, CONTRACTORS

This will acknowledge receipt of and thank you for your letter of August 8th advising that the above contract has been satisfactorily completed and that final settlement will be made with the contractors on or before August 18th, 1940.

Yours very truly,

UNITED PACIFIC INSURANCE COMPANY

J Stroyan

Jo Stroyan - Portland Office

JS
CC:HO

NOTED
D. G. DeSart

RECEIVED
AUG 9 1940
FOR FILING

9-1014

August 8, 1940

United Pacific Insurance Company
Jo Stroyan, Agent
Board of Trade Building
Portland, Oregon

Gentlemen:

You are hereby notified that State Highway Contract No. 2304, for 40.9 miles of oiling, on the Brothers-Harney County Line Section, of the Central Oregon Highway, in Deschutes and Lake Counties, has been completed by the contractors, Norris Brothers, and that final settlement will be made by the State with said contractors, for work done under said contract, on or before August 18, 1940.

The State is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the State assumes no responsibility for any such claims should there be any.

This notice is served upon you, as you appear as surety on the bond furnished by the above contractor. Kindly acknowledge receipt of this letter.

For your information we wish to advise that the total amount paid the contractor in connection with this contract will be $32,674.33, including final payment, and that no force account work was performed therein.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

By

Secretary

rs

RECEIVED
JUL 29 1940
FOR FILING

9-1014

STATEMENT OF UNDERRUNS AND OVERRUNS IN EXCESS OF 10 PERCENT

BROTHERS - HARNEY COUNTY LINE OILING PROJECT

CONTRACT NO. 2304

Job Prefix 9-1014 Contractor: Norris Bros.

Item	% Under run	% Over run
No.1 Preparation of Base	0	0
No.2 Placing Mineral Aggregate		2.5
No.3 Hauling Mineral Aggregate		5.0
No.4 SC-2 Road Oil in Place		15.4
No.5 Asphalt in Place		3.4
No.6 Reshaping Roadbed	0	0

The overrun of SC-2 Road Oil in Place was due to widening the oil shot on each shoulder to a width of 2.5 feet to completely cover the shoulders on either side of the original oil mat. The original plans called for a strip of oil 2.0 feet wide on each shoulder, requiring 200 tons of SC-2 road oil. The final quantity used including the widening is 230.86 tons.

Signed E. E. Johnston
Resident Engineer.

Jco

Form E-1—5M—9-39

OREGON STATE HIGHWAY COMMISSION
FIELD ENGINEER'S WEEKLY REPORT
FOR CONSTRUCTION PROJECTS ONLY

For Week Ending June 15, 1940

Section Brothers - Harney Co. Line

Kind of work 40.9 Miles Oiling

Highway Central Oregon

Section prefix 9-1014

Contractor Norris Brothers

Contract number 2304

Date of contract May 2, 1940

Date of completion July 31, 1940

Date work started May 16, 1940

Estimated date of completion June 15, 1940

Amount of contract $ 31,391.00

Per cent of time elapsed 42 46 91 %

Estimated cost of completed project, exclusive of engineering $ 31,391.00

Per cent of contract completed, based on total contract price 100 %

Engineering cost to date, $ 1143, %

Date project was completed June 15, 1940

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

This week the contractor maintained the surface with a blade brush and roller, working over the entire job. No bleeding occurred and the surface was kept free from corrugations. The final estimate will be submitted as soon as oil invoices are received.

Final Report.

NOTED
RAY WEBBER

NOTED
[illegible]COY

Signed E. E. Johnston

Address Bend, Oregon.

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project				40.9	
Miles partially completed					
Miles completed				40.9	
Total estimated quantities				1188 T.	
Estimated quantities moved or placed to date				1188 T	
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day					
Hours per shift					
Average force on project for week				2	

Percentages of men employed on contract to be secured from:

.... County, ...%; .... County, ...%; .... County, ...%; .... County, ...%

	NUMBER USED AND SECURED FROM					CONTRACTOR'S KEY MEN, ETC.	TOTAL
	COUNTY	COUNTY	COUNTY	COUNTY	OTHER SOURCES		
Men					2		
Men and teams							
Men and trucks under 3 tons							
Men and trucks over 3 tons							
Men and tractors							

Equipment used during week: Shovels ...., Power graders 1, Rollers 1, Mixers ...., Crushing or screening plants ....,

Compressors ...., Bulldozers ...., Sheet-foot rollers ...., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday	Clear		
Monday	"		
Tuesday	"		
Wednesday	"		
Thursday	"		
Friday	"		
Saturday	"		

STATE PRINTING DEPT.

9-1014

May 27, 1940

Morris Brothers
Burlington, Washington

Gentlemen:

We are forwarding to you today, by express, a fully executed copy of Contract No. 2304 which was awarded to you on May 2[illegible], 1940, for oiling the Brothers-Harney County Line Section of the Central Oregon Highway, in Deschutes and Lake Counties. This is for your records and files.

Very truly yours,

STATE HIGHWAY COMMISSION

By

Secretary

JM:AM

9-1014

May 6, 1940

Morris Brothers
Burlington, Washington

Gentlemen:

We are forwarding to you today, by express, four copies of Contract No. 2304 which was awarded to you on May 2, 1940, by the State Highway Commission, covering 40.9 miles of oiling on the Brothers-Harney County Line Section of the Central Oregon Highway, in Deschutes and Lake Counties.

Will you kindly execute all four copies of this contract as to agreement and bond and return them to this office for approval by the Highway Commission. When this is done a fully executed copy will be returned to you for your records and files. We will also send an executed copy to the surety on your bond.

Your special attention is called to the provision under Section 5 of the General Provisions, relating to the Workmen's Compensation Act. You are expected to accept the terms of this Act and to carry on your work under this contract in strict conformance thereto.

Your attention is also called to the mimeographed page immediately following page 16 of the mimeographed Special Provisions, relating to the payment by the contractor of amounts due hospital associations, et cetera.

Very truly yours,

AM

Secretary

9-1014

May 3, 1940

Morris Brothers
Burlington, Washington

Gentlemen:

The State Highway Commission on May 2, 1940, awarded you the contract for 40.9 miles oiling on the Brothers-Harney County Line Section of the Central Oregon Highway, in Deschutes and Lake Counties. This award was based on your low bid of $31,391 submitted on that date.

Contract forms will be sent to you for execution within the next few days.

Very truly yours,

Secretary

AM

cc - Mr. S. H. Probert
Mr. G. S. Paxson

CONTRACT# [redacted] 2305

136-C-2 Horse Ranch Sec., Fremont Hwy. 1940

#2305

RECEIVED
SEP 18 1941
FOR FILING

136-C-2

E. L. RIGDON
Road Contractor
[illegible]
DAYS CREEK, OREGON

Sept. 13, 1941

RECEIVED
SEP 16 1941
OREGON
STATE HIGHWAY COMMISSION

2305

Oregon State Highway Commission
Salem, Oregon

Gentlemen: Attn of H. B. Glaisyer, Sec.

Referring to your letter of September 12th and also copy of letter from Sam Olmstead dated Sept. 10th, Mr. Olmstead does not even own the property he is living on as the government purchased all his property from him and even he is paying rental to the government.

Our crew payed rental to the government for their cabins and water while camping there and we know of no damage to ~~xxx~~ property. It would be the government's place to present such a bill of there had been any damage.

Yours truly,

E L Rigdon
E. L. Rigdon

ELR:I

cc Bates, Lively & Pearson
Yeon Bldg.
Portland, Oregon

REFERRED TO [illegible]
BY SECRETARY

notion card

NOTED
H. B. GLAISYER

NOTED

RECEIVED
SEP 12 1941
FOR FILING

136-C-2

R

September 12, 1941

Mr. Sam Olmstead
Lapine, Oregon

Dear Sir:

This will acknowledge receipt of your letter of September 10, in regard to your claim against Mr. R. L. Rigdon, on his Contract No. 2305, for work on the Horse Ranch Section of the Fremont Highway in Lake County.

We have made record of this claim in our files, and today forwarded to the contractor and his surety, copies of this letter.

Very truly yours,
STATE HIGHWAY COMMISSION

By

Secretary

DD/mm

NOTED
D. DeSart

September 12, 1941

The Aetna Casualty & Surety Company
Bates, Lively & Pearson
Yeon Building
Portland, Oregon

Gentlemen:

We have received another letter from Mr. Sam Olmstead of Lapine, Oregon, acknowledging having received payment for the posts sold to Mr. Rigdon on Contract No. 2305 for work on the Horse Ranch Section of the Fremont Highway in Lake County.

Mr. Olmstead still presents his claim, in the amount of $25.00, for the rental of camp site, furnishing water, and damages to his property.

We are enclosing a copy of this letter, and are also mailing one to Mr. Rigdon.

Very truly yours,
STATE HIGHWAY COMMISSION

By

Secretary

DD/mm

cc E. L. Rigdon
Days Creek, Oregon

NOTED
D. DeSart

RECEIVED
SEP 10 1941
STATE HIGHWAY COMMISSION

LaPine Sept.10/41.

Oregon State Highway Comission.

Salem Ore.

Sirs;

Your letter of Aug.30/41 regarding my bill against R.L. Rigdon for posts and camp accomidations redd. Checked back and find that Mr.Rigdon included the post payment with some gas and supposed it was all gas as there was nothing but the check.

I did not sell the state any posts and this $25.00 is for the camp site which was on my place and the damage and water while his camp was here. I did not send him a bill for this till he had moved his stuff out then he informed me that he did not owe me any money and would not pay any. This camp was right on the works and was surely worth something and they wouldnt leave the gates shut and our loss in grain and hay was far more than the amount I am asking.

Respt.

Sam Olmstead

September 2, 1941

Mr. Sam Omstead
Lapine, Oregon

Dear Sir:

Enclosed is a copy of a letter that I have received today from E. L. Rigdon regarding your claim against him, in the amount of $25.00, for fence posts, etc.

Very truly yours,

Secretary

HBG:ES
enc.

REFERRED TO DeSart
BY SECRETARY

NOTED
D. DeSart

RECEIVED
9 - 1941

E. L. RIGDON
Road Contractor
[illegible], OREGON
DAYS CREEK, OREGON

Aug. 30, 1941

2305

Oregon State Highway Commission
Salem, Oregon

Gentlemen: Attn of H. B. Glaisyer, Sec.

Referring to your letter of August 22 to Aetna Casualty & Surety Company, Yeon Bldg., Portland, Oregon, regarding a claim from Mr. Sam Olmstead in the amount of $25.00 for fence posts, please be advised that this bill was paid on November 11, 1940, our check number 313. The bill was received by your Division Engineer at Bend on October 30, 1940.

We have paid Mr. Olmstead for the 86 posts which we purchased from him, amounting to $8.60.

The State purchased some posts from him prior to the time we began our job, which may be the bill Mr. Olmstead is seeking. We would have nothing to do with this however.

Yours truly,

E L Rigdon
E. L. Rigdon

ELR:I

9/9/41

cc - Aetna Casualty & Surety Co.
Portland, Oregon

REFERRED TO [illegible]
BY SECRETARY

RECEIVED
AUG 29 1941
FOR FILING

136-C-2

August 29, 1941

The Aetna Casualty & Surety Company
Bates, Lively & Pearson
Yeon Building
Portland, Oregon

Gentlemen:

We have received, through the office of the Secretary of State, copies of a notice of claim by Sam Olmstead, in the amount of $33.60, against E. L. Rigdon, for work on the Horse Ranch Section of the Fremont Highway, in Lake County, being contract No. 2305.

Inasmuch as you are surety for the contractor on this job, we hand you, herewith, for your information and such action as is necessary, a copy of this notice of claim.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

By

Secretary

RS

cc - E. L. Rigdon
Lapine, Oregon

NOTED
D. J. DeSart

August 29, 1941

Hon. Earl Snell
Secretary of State
Salem, Oregon

Dear Sir:

This acknowledges receipt of your letter of August 27, enclosing three copies of a notice of claim by Sam Olmstead in the amount of $33.60, against E. L. Higdon, for work on the Horse Ranch Section of the Fremont Highway, in Lake County, being contract No. 2305.

We have noted this claim in our records of this job and will today forward to the contractor and his surety copies of the notice thereof.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

By

Secretary

RS

NOTED
D. DeSart

EARL SNELL
SECRETARY OF STATE
SALEM, OREGON

RECEIVED
AUG 28 1941
STATE HIGHWAY COMMISSION

August 27, 1941

Oregon State Highway Commission
Salem, Oregon

Gentlemen: Attention Mr. W. B. [illegible]

There are enclosed for your information and files, three copies of a notice of claim by Sam Olmstead for $9.60 against the bond taken from E. [illegible] Rigdon, principal, and Aetna Casualty & Surety Company, surety, for work on the Horse Ranch Section of the Fremont Highway which was received and filed today.

Please acknowledge receipt of the copies in order that our files may be complete.

Very truly yours,

Earl Snell
Secretary of State

ES:E
Enc 3

REFERRED TO [illegible]
BY SECRETARY

Usual letter

COPY

To Secretary of State, Salem, Ore.

Notice hereby is given that the undersigned Sam Olmstead has a claim for posts, water and damage caused by crew and company camping at my place in the sum of $33.60 against the bond taken from E. L.Rigdon and The Aetna Casualty & Surety Co. for the work of surfacing and oiling of the Horse Ranch Section of the Fremont Highway.

Sam Olmstead

La Pine, Ore.

Endorsed: File No. 2994
Filed August 27, 1941
EARL SNELL, Secretary of State

2305

August 22, 1941

Aetna Casualty & Surety Company
Bates, Lively & Pearson
Yeon Building
Portland, Oregon

Gentlemen:

We received notice today from Mr. Sam Olmstead, Lapine, Oregon, of a claim in the amount of $25.00 for fence posts furnished to E. L. Rigdon.

He does not specify the contract on which this material was furnished, but we believe that it was contract No. 2365 for grading, surfacing and oiling on the Lapine-West Forest Boundary Section of the Fremont Highway, in Deschutes and Klamath Counties. It might also have been on contract No. 2305 for grading, surfacing and oiling the Horse Ranch Section of the Fremont Highway, in Lake County.

We are notifying you of this claim as you are surety on the bond for these contracts.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

By

Secretary

DOD:RS

cc - E. L. Rigdon
Lapine, Oregon

2305

August 22, 1941

Mr. Sam Olmstead
LaPine, Oregon

Dear Sir:

This will acknowledge receipt of your letter of August 17 notifying us of your claim in the amount of $25.00 for fence posts furnished to E. L. Rigdon. We presume that this material was used on Mr. Rigdon's contract for grading, surfacing and oiling the Lapine-West Forest Boundary Section of the Fremont Highway, although there is a possibility that it may have been used on the Horse Ranch Section of the Fremont Highway.

We are notifying the surety on these contracts and calling Mr. Rigdon's attention to this claim, however, we recommend that you place your claim directly with his surety and also file it with the Secretary of State in accordance with Chapter 517, Oregon Laws 1939, a copy of which is enclosed for your guidance.

The full description of the first above mentioned Contract is: Contract No. 2265 for grading, surfacing and oiling of the Lapine-West Forest Boundary Section of the Fremont Highway in Deschutes and Klamath Counties.

The second Contract is No. 2305 for grading, surfacing and oiling the Horse Ranch Section of the Fremont Highway in Lake County. The surety in both cases is The Aetna Casualty & Surety Company whose resident agent is Bates, Lively & Pearson, Yeon Building, Portland, Oregon.

Mr. Sam Olmstead August 22, 1941

Contract No. 2265 was accepted by the Commission on July 19, 1940, and Contract No. 2305 was accepted October 11, 1940. We advise filing your claim as above stated notwithstanding the fact that the six months period mentioned in Chapter 517, Oregon Laws 1939, has expired.

If you do not obtain satisfaction through Mr. Rigdon's surety, you still have recourse in the courts.

Yours very truly,

DGD:OA Secretary

Encl. 1

LaPine Ore. Augist 17/41.

2305

Ore. Highway Comission.

Salem Ore.

Sirs;

On the advice of the Bend Highway office I am writing to you in regards to a bill for some posts used by Mr. Rigdon on the highway and belonging to me. There were 86 posts at $.10 each and they led me to believe that the highway department were to pay me for them and I sent in two bills to them and they gave them to Mr. Rigdon and he stated that he had paid for them and his books would show it. He has never paid for the posts or for the damage and water while camping at our place while working on the road here. He promised to pay for this and when I sent him a bill for $25.00 he informed me that he did not owe me anything and what was more he wanent going to pay anything. I do not believe that these bills are out of reason and would like to get my money.

Respt.

Sam Olmstead

REFERRED TO [illegible]
BY SECRETARY

prepare usual letter
[illegible]

Babcock

B.6-11-2

CEIVED

Dece r 31st, 1940

NOTED
State Highway Engineer

Fremont Highway, Horse Ranch Section
Contract 2305 Prefix 19-1005
E. L. Rigdon, Contractor
E. E. Johnston, Resident Engineer

Item	Cost	Quantity	Unit Cost	Unit Bid	Gross Revenue
Clearing & Grubbing	$150.00	100%			$500.00
Trench Excavation	77.00	77 cu. yd.	$1.00	$0.75	57.75
Excavation, Single Class	10,745.89	61,772.7 " "	0.174	0.25	15,443.18
Truck Haul	916.28	4,720.8 yd. mi.	0.19	0.11	519.29
Finishing Roadbed & Slopes	498.00	3.32 Miles	150.00	200.00	664.00
Rounding Cutbanks	240.20	3,325 lin. ft.	0.07	0.09	299.25
18" Concrete Pipe	456.30	234 " "	1.95	2.00	468.00
24" " "	390.60	126 " "	3.10	3.50	441.00
Salvaging Culvert Pipe	82.00	164 " "	0.50	0.50	82.00
Wood Sight Posts	49.00	28 each	1.75	2.00	56.00
Removal of Overburden	474.36	7,406 cu. yd.	0.06	0.10	740.60
Pit Run Gravel Base	2,378.00	10,922 " "	0.22	0.20	2,184.40
Haul " "	4,149.08	66,775.75 yd. mi.	0.062	0.07	4,674.30
Sprinkling	2,128.50	990 M-Gal.	2.15	2.00	1,980.00
Preparation of Base	332.00	3.32 Miles	100.00	100.00	332.00
SC-2 Road Oil in Place	2,725.10	140.44 Tons	19.40	19.00	2,668.36
Gravel Cover Material	518.15	742 cu. yd.	0.60	0.20	148.40
Hauling " "	353.40	5,785 yd. mi.	0.06	0.07	404.95
PA #1, 24" Corr. Iron Pipe	30.00	10 lin. ft.		3.00	30.00
24" " " Bands	4.50	2 each		2.25	4.50
Force Account	155.54				155.54
	$26,853.90				$31,853.52

Gross Revenue	$31,853.52
Total Cost	26,853.90
Net Profit	$4,999.62

Net Profit Equals 15.7% of Gross Revenue

Horse Ranch Section

Detail of Cost

Labor:

Supervision (E. L. Rigdon, 3 mos. at $200.00)	$600.00	
Labor	7,290.60	
State Industrial Accident Insurance	346.26	
Social Security & Unemployment	259.82	
		$8,496.68

Materials:

18" Concrete Pipe	234 lin. ft.	at 1.70	$397.80	
24" " "	126 "	" " 2.65	333.90	
24" Corr. Iron Pipe	10 "	" " 2.48	24.80	
24" " " " Bands	2 each	" 2.90	5.80	
				762.30

Equipment Rental, Supplies & Miscellaneous:

Equipment Rental	$6,820.00	
Rented Equipment	476.72	
Hired Trucks	1,517.81	
Gas, Oil and Grease	3,037.58	
Small Tools, Supplies etc.	1,394.95	
Overhead Expense	963.62	
Bond	318.53	
Home Office	318.53	
		14,847.74

Sub-Contract - J. C. Compton	2,747.18
	$26,853.90

Horse Ranch Section

REMARKS:

This contract consisted of the grading, surfacing and oiling of 3.32 miles of roadway. It was bid and awarded May 2nd, 1940; work was started May 15th and finished September 15th, 1940.

With the exception of about 3,000 cu. yds. which had to be shot, the single classification material was quite easily excavated with cats, scrapers and rippers. Grading was commenced on May 15th, and continued until August 3rd, at which time 61,772 cu. yds. had been moved.

A 3/4 cu. yd. shovel was used to load the pit run gravel base materials. An average of about 70 cu. yds. per hour was maintained while operating.

The water used on this job was obtained from irrigation ditches north of the town of Silver Lake. The haul averaged about 16 miles. Two outfits were used, one of one thousand gallon capacity and the other of three thousand. Considering the length of haul the cost on the sprinkling item is quite low.

This contract was worked in a very efficient manner and at a low cost, which was principally due to good equipment and a well-organized crew. The contractor's previous job was located in the same vicinity, and consequently hardly any expense was incurred in moving in.

E. H. Clymer
Cost Analyst

By . . Henry Jullum

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December 11, 1940

Aetna Casualty & Surety Company
Bates, Lively & Pearson
Yeon Building
Portland, Oregon

Gentlemen:

You are hereby notified that State Highway contract No. 2305 for surfacing and oiling on the Horse Ranch Section of the Fremont Highway, in Lake County, has been completed by the contractor, E. L. Rigdon, and that final settlement will be made by the state with said contractor, for work done under said contract, on or after December 21, 1940.

The state is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues, or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the state assumes no responsibility for any such claims should there be any.

This notice is served upon you since you appear as surety on the bond furnished by the above contractor. Kindly acknowledge receipt of this letter.

For your information we wish to advise that the total amount paid the contractor in connection with this contract will be $31,709.99, including final payment, of which $155.54 is for force account work.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

By

RS

Secretary

NOTED
D. G. DeSart

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[illegible]

November 25, 1940

Mr. E. L. Rigdon
Hampton, Oregon

Dear Sir:

At the meeting of the State Highway Commission held on October 11, 1940, the following action was taken on your request for an extension of time:

> "E. L. Rigdon, Contract No. 2305, for grading, surfacing, and oiling the Horse Ranch Section of the Fremont Highway, in Lake County, requested an extension of time of 15 days, from August 31 to September 15, 1940, within which to complete this job. He attributed his failure to complete the project within the specified time limit to trouble in securing an oiling crew. The Engineer advised that the reason given by Mr. Rigdon for failure to complete the project within the specified time limit is correct; that the oiling work was to have been done by Contractor J. C. Compton, who had several other oiling jobs in this vicinity and who was obliged to complete them before starting on Mr. Rigdon's project. The delay, he said, has not inconvenienced the traveling public and has not caused the state any appreciable extra cost for engineering supervision. He recommended that the extension of time requested be granted without penalty; however, pointed out that the Public Roads Administration does not concur therein because it does not feel that there is justification for not invoking the penalty clause. A letter was presented from the Public Roads Administration approving the extension of time subject to payment by the contractor of the engineering costs incurred subsequent to the completion date specified in the contract. After discussion the Commission voted unanimously to approve the extension of time subject to the penalty, as recommended by the Public Roads Administration."

Very truly yours,

STATE HIGHWAY COMMISSION

By

Secretary

MBL
cc - W. E. Chandler

RECEIVED
1940

136-C-2

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION

Stencil No. 8.

IN YOUR REPLY PLEASE
REFER TO FILE No.________

POST OFFICE BUILDING
PORTLAND, OREGON

November 8, 1940

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

Final inspection of Oregon FAP 136-C (2), Horse Ranch Section of the Fremont Highway ________________, was made by a representative of this office on October 16, 1940. Prompt submission of the final voucher will be appreciated.

Very truly yours,

W. H. LYNCH
District Engineer

By L. J. Caufield
L. J. Caufield
Sr. Highway Engineer

Jor

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FOR FILING

136-C-2

November 1, 1940

AETNA CASUALTY & SURETY COMPANY
Bates, Lively & Pearson, Agents
Yeon Building
Portland, Oregon

Gentlemen:

You are advised that it is the intention of the State Highway Commission to make semi-final payment to E. L. Rigdon on Contract No. 2305, Horse Ranch Section of the Fremont Highway, in Lake County. This payment, in the amount of $1,520.55, will be made on or after November 11, 1940. The retained percentage is $955.61.

The state is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues, or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the state assumes no responsibility for any such claims should there be any.

Kindly acknowledge receipt of this letter.

Very truly yours,

STATE HIGHWAY COMMISSION

By
Secretary

DGD:MBL

NOTED
D. G. DeSart

Form E-1—5M—3-39

OREGON STATE HIGHWAY COMMISSION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending October 19, 1940, 193

Section Horse Ranch

Kind of work Grading, Surfacing and Oiling

Highway Fremont

Section prefix 19-1005

Contractor E. L. Rigdon

Contract number 2305

Date of contract May 2, 1940, 193

Date of completion Aug. 31, 1940, 193

Date work started May 15, 1940, 193

Estimated date of completion -, 193

Amount of contract $ 29,815.00

Per cent of time elapsed 112 %

Estimated cost of completed project, exclusive of engineering $ 31,663.48

Per cent of contract completed, based on total contract price 100 %

Engineering cost to date, $ 1757.53, 5.9 %

Date project was completed Sept. 15, 1940, 193

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

The final estimate was completed this week and submitted to the Division Engineer on October 19.

NOTED
E. N. HACKETT

Deferred Report

Disposal of Personnel: One computer assigned to Lava Falls - Forest Boundary section, Century Drive Sec. Hwy. estimate.

NOTED
RAY WEBBER

Signed E. G. Johnston

Address Bend, Ore.

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project	3.32	3.32		3.32	
Miles partially completed					
Miles completed	3.32	3.32		3.32	
Total estimated quantities	61,773	10,922		140	
Estimated quantities moved or placed to date					
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day					
Hours per shift					
Average force on project for week					

Percentages of men employed on contract to be secured from:

.... County, ...%; .... County, ...%; .... County, ...%; .... County, ...%

	NUMBER USED AND SECURED FROM					CONTRACTOR'S KEY MEN, ETC.	TOTAL
	COUNTY	COUNTY	COUNTY	COUNTY	OTHER SOURCES		
Men							
Men and teams							
Men and trucks under 3 tons							
Men and trucks over 3 tons							
Men and tractors							

Equipment used during week: Shovels ...., Power graders ...., Rollers ...., Mixers ...., Crushing or screening plants ....,
Compressors ...., Bulldozers ...., Sheet-foot rollers ...., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday	Fair		
Monday	"		
Tuesday	"		
Wednesday	"		
Thursday	"		
Friday	"		
Saturday	"		

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OCT 16 1940
FOR FILING

136-3-2

RECEIVED
OCT 15 1940
OREGON
STATE HIGHWAY COMMISSION

BATES, LIVELY & PEARSON
INSURANCE GENERAL AGENTS
YEON BUILDING
PORTLAND, OREGON

October 14, 1940.

Oregon State Highway Commission,
Salem, Oregon.

Gentlemen:

RE: 42 S 4910 -- E. L. Rigdon,
Contract Bond.

As surety on the official bond of the above contractor, we enclose herewith contract status report on job known as Contract No. 2305, the 3.32 Mi. Grading, surfacing and oiling on the Fremont Highway, Horse Ranch Section in Lake County.

We shall appreciate your completing the enclosed status report and returning to us the inclosure in the self addressed stamped envelope also enclosed herewith.

Very truly yours,

BATES, LIVELY & PEARSON,

By: Lively

MAB
Encls: -- Status Report,
Envelope.

NOTED
D. G. DeSart

136-C-2

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION
DISTRICT ONE

MONTANA
OREGON
WASHINGTON

POST OFFICE BUILDING
PORTLAND, OREGON

RECEIVED
AUG 20 1940
FOR FILING

August 2, 1940

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

We are forwarding herewith two copies of proposed project agreement for signature and return to this office covering Oregon Federal Aid Project No. 136-C (2), Horse Ranch Section of the Fremont Highway.

Enclosed is an approved copy of the detail estimate upon which the agreement was based, together with approved copy of specifications.

Approval is subject to the understanding that this improvement will be considered as stage construction and that additional surfacing of a dustless and durable type will be placed when required by traffic conditions.

Very truly yours,

W. H. LYNCH
District Engineer

By L J Caufield
L. J. Caufield
Sr. Highway Engineer

Encls.

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FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION

126-C-2

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

POST OFFICE BUILDING
PORTLAND, OREGON

IN YOUR REPLY PLEASE
REFER TO FILE No.

Stencil No. 124

Ore. FAP 136-C (2)
Horse Ranch Section
Fremont Highway

September 18, 1940

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

We are forwarding herewith, for your files, an executed copy of the ____________________ project agreement and certificate for the above numbered project.

Very truly yours,

W. H. LYNCH
District Engineer

By L. Caufield
L. J. Caufield
Sr. Highway Engineer

Encls.

la

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wa4pr-7047

Form P. R. 2

Federal Aid

State Oregon

Project No. 136-C(2)

PROJECT AGREEMENT

MEMORANDUM OF AGREEMENT made this 16th day of Aug, 1940

by and between The Oregon State Highway Commission

, constituting

for the purpose hereof, the Highway Department of the State of Oregon hereinafter called the Highway Department, and the Federal Works Administrator, hereinafter called the Administrator, under and pursuant to the provisions of the act of Congress approved July 11, 1916 (39 Stat., 355), entitled "An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes," and of the act approved November 9, 1921 (42 Stat., 212), entitled "An Act to amend the Act entitled 'An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes,' approved July 11, 1916, as amended and supplemented, and for other purposes," and acts amendatory thereof or supplementary thereto:

Whereas the Highway Department of said State submitted on the 1st day of December, 1927 a project statement, which was approved on the 18th day of February, 1928, for the proposed construction of a project consisting of the road hereinafter described; and

Whereas the Highway Department, in accordance with the rules and regulations promulgated for the administration of the Federal Highway Act, has furnished surveys, plans, specifications, and estimates for Section C(2) of said project which were recommended for approval by the District Engineer of the Public Roads Administration on the 27th day of March 1940; and

Whereas the Administrator has certified to the Secretary of the Treasury his approval of said surveys, plans, specifications, and estimates, and the sum of twenty thousand, ten and 00/100 dollars ($20,010.00) as the share of the United States payable under said act on account of Section C(2) of said project, which does not exceed the authorized Federal pro rata share of the approved total estimated cost thereof:

Now, therefore, in consideration of the premises and of the several promises to be faithfully performed by each, as hereinafter set forth, the Highway Department and the Administrator do hereby mutually agree as follows:

10—11379

FUNDS AT THE DISPOSAL OF THE HIGHWAY DEPARTMENT

ARTICLE I. Funds for the use of the Highway Department in the construction of said project have been made available in the following manner, to wit:

(*a*) By the State from Chap. 175, laws 1917; Chap. 31, laws 1920; Chap. 529, laws 1939.
(Include date and citation of act of legislature by which authorized)

(*b*) From other sources
(State how placed under direct control of Highway Department)

ROAD EMBRACED IN PROJECT

ARTICLE II. This agreement covers the following highway as described in detail in said surveys, plans, and specifications:

Between survey station 5970+00 in the NE 1/4 Section 16, T. 26 S., R. 13 E., W. M., and survey station 6146+96.8 in the SW 1/4 Sec. 32, T. 25 S., R. 13 E., W.M.

, length 3.320 miles, in Lake County, being Section C(2) of Oregon Federal Aid project No. 136, consisting of 3.320 miles of roadway and no bridges, ~~[illegible]~~ of more than 20 feet clear span.

~~[illegible] mile in length~~

CHARACTER AND METHOD OF CONSTRUCTION

ARTICLE III. The Highway Department will construct or cause to be constructed to final completion said project, in strict compliance with said plans and specifications, which are made a part hereof, under its direct supervision, which shall include adequate inspection throughout the course of construction, subject at all times to inspection and approval by the Administrator or his agents, and in accordance with the laws of said State, the rules and regulations of the Administrator, and the following conditions:

(*a*) It is agreed that the construction work on the project shall be performed by contract, unless the performance thereof by force account shall be approved by the Administrator or his authorized representatives. Such construction work as may be performed by force account shall be paid for on the basis of the units of work performed at the unit prices set forth in the estimate as approved by the Administrator, except that where the total actual cost is ascertained to be less than the estimate so approved the total Federal payments shall not exceed the Federal pro rata share of such total actual cost.

16—11379

UNITED STATES PRO RATA SHARE OF THE COST OF SAID PROJECT

ARTICLE IV. The United States pro rata share of the value of the labor and materials which shall be actually put into the construction of Section C(2) of said project shall not in any event exceed the sum of twenty thousand, ten and 00/100 dollars ($20,010.00), certified to the Secretary of the Treasury as above mentioned, which does not exceed the authorized Federal pro rata share of thirty-two thousand, seven hundred ninety-six and 50/100 dollars ($32,796.50), the approved total estimated cost of Section C(2) of said project.

PAYMENTS

ARTICLE V. As the construction of said project progresses, the Administrator shall from time to time draw warrants on the Secretary of the Treasury for the payment to State Treasurer

(Official or depository)

hereby designated by the Highway Department for that purpose and authorized under the laws of said State to receive public funds of the State of Oregon
(Name)
of such sums as shall not, together with previous payments, exceed the United States pro rata share, as above specified, of the value, as determined by the Administrator after inspection and approval, of the labor and materials which have actually been put into said construction work in compliance with the requirements of Article III hereof.

The Administrator reserves the right to withhold such sum as he may deem necessary to insure completion of construction in compliance with said plans and specifications.

MAINTENANCE OF PROJECT

ARTICLE VI. The Highway Department will maintain said project in compliance with said acts of July 11, 1916, and November 9, 1921, out of funds which have been or will be made available therefor by said State in the manner herein set forth, to wit: Chap. 529, laws 1939.
(Include reference to statute authorizing funds and probable amount annually available)

The Highway Department will use every means within its power to insure proper and permanent maintenance of said project, and to that end will provide for the constant making of needed repairs to preserve a smooth-surfaced highway.

Showing of authority of the Highway Department to execute agreements will be found in the agreement for project No. 112.

In witness whereof the parties have hereunto affixed their signatures, the Highway Department on the day and year first above written and the Administrator on the ____________ day of

AUG 27 1940, 19____

OREGON STATE HIGHWAY COMMISSION
(Official title of Highway Department)

By Henry F. Cabell
Chairman, State Highway Commission
(Title of officer)

By
Member, State Highway Commission
(Title of officer)

By ____________
Member, State Highway Commission
(Title of officer)

By ____________
____
(Title of officer)

By ____________
____
(Title of officer)

FEDERAL WORKS ADMINISTRATOR,

By H. J. O'Leary
Acting Commissioner of Public Roads.

U. S. GOVERNMENT PRINTING OFFICE 16—11379

Form PR. 3—Revised

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION

CERTIFICATE OF APPROVAL OF PLANS, SPECIFICATIONS, AND ESTIMATES

(Under "An Act to provide that the United States shall aid the States in the construction of rural roads, and for other purposes," approved July 11, 1916, and acts amendatory thereof and supplementary thereto.)

To

THE SECRETARY OF THE TREASURY, AND

THE STATE HIGHWAY DEPARTMENT OF THE STATE OF Oregon

Pursuant to the acts above cited, I hereby certify—

FIRST. That in accordance with the provisions of said acts, I have approved the plans, specifications, and estimates submitted by the State Highway Department of the State of Oregon for the construction of a highway designated in the records of this Agency as Federal Aid Project No. 136-C(2) State of Oregon

SECOND. That in accordance with said provisions I have approved the sum of $ 32,796.50 as the total estimated cost of said project, and the sum of $ 20,010.00 as the share of the United States, payable under said acts on account of such project, which does not exceed the authorized Federal pro rata share of said total estimated cost.

Done at the city of Washington, this .... day of AUG 27 1940

one thousand nine hundred and ....

FEDERAL WORKS ADMINISTRATOR,

By ....
Acting Commissioner of Public Roads.

U. S. GOVERNMENT PRINTING OFFICE 16—10129

RECEIVED
JUL 15 1940
FOR FILING

136-C-2

July 13, 1940

Mr. W. H. Lynch
District Engineer
Public Roads Administration
Post Office Box 3900
Portland, Oregon

Dear Sir:

Herewith are enclosed seven copies of estimate as basis for project agreement for the Horse Ranch Section, Project No. FA 136-C (2).

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/GS

Encl.

Oregon State Highway Department — Federal Aid Project No. 136-C (2)

HORSE RANCH SECTION OF THE FREMONT HIGHWAY IN LAKE COUNTY

(Estimate as basis for project agreement. Based on low bid prices.)

Salem, Oregon, June 13, 1940

Roadway (Sta. 5970+00 to Sta. 6146+96.8)

All Required		Clearing and Grubbing		$ 500.00
80	cu. yds.	Trench Excavation	$ .75	60.00
63,000	cu. yds.	Excavation, Single Classif.	.25	15,750.00
6,500	yd. mi.	Truck Haul	.11	715.00
3.32	miles	Finishing Roadbed and Slopes	200.00	664.00
2,700	lin. ft.	Rounding Cutbanks	.09	243.00
260	lin. ft.	18" Concrete Pipe	2.00	520.00
130	lin. ft.	24" Concrete Pipe	3.50	455.00
90	lin. ft.	Salvaging Culvert Pipe	.50	45.00
20	only	Wood Sight Posts	2.00	40.00
1,300	cu. yds.	Removal of Overburden	.10	130.00
11,000	cu. yds.	Pit-run Gravel Base	.20	2,200.00
62,000	yd. mi.	Hauling Gravel Base	.07	4,340.00
600	M-gals.	Sprinkling	2.00	1,200.00
3.32	Miles	Preparation of Base	100.00	332.00
120	tons	SC-2 Road Oil in Place	19.00	2,280.00
550	cu. yds.	Gravel Cover Material	.20	110.00
3,300	yd. mi.	Hauling Cover Material	.07	231.00
			Subtotal	$ 29,815.00
			10% Engr. & Cont.	2,981.50
			Total	$ 32,796.50

Length	3.320 miles
Cost per mile	$ 9,878.46

Federal Aid Funds- -	$ 20,010.00
State Funds- -	12,786.50
	$ 32,796.50

State Funds for Construction: Chap. 175, laws 1917; Chap. 31, laws 1920;
Chap. 529, laws 1939
State Funds for Maintenance: Chap. 529, laws 1939

136-C-2

June 7, 1940

Standard Oil Company of California
Portland, Oregon

Attention: Credit Division

Gentlemen:

In response to your letter of June 6 concerning the bondsmen for E. L. Rigdon on the Horse Ranch Section of the Fremont Highway, Contract No. 2305, wish to advise that the bond was furnished by the Aetna Casualty and Surety Company for whom Bates, Lively and Pearson are agents with offices in the Yeon Building, Portland.

Very truly yours,

Secretary

DD:AM

STANDARD OIL COMPANY OF CALIFORNIA

SALES DEPARTMENT
E. V. BURNS
DISTRICT SALES MANAGER
T. F. GUNN
G. H. MOORE
ASSISTANT DISTRICT SALES MANAGERS
F. J. WAYMIRE
ASSISTANT TO THE DISTRICT SALES MANAGER

OFFICE
9th FLOOR PACIFIC BLDG
520 S W YAMHILL STREET
P O DRAWER [illegible]

PORTLAND, ORE.

RECEIVED
JUN 7 - 1940
OREGON
STATE HIGHWAY COMMISSION

June 6, 1940

E. L. Rigdon
3.32 miles grading, surfacing and
oiling, Horse Ranch Sec. of Fremont
Hwy. in Lake County

Oregon State Highway Comm.
Salem, Oregon

Gentlemen:

On May 28 we sent you an inquiry form in connection with the above contract, but in completing this form you failed to show the name and address of the bondsmen.

Will you please furnish us this information at your early convenience. A stamped, addressed envelope is enclosed for your reply.

Very truly yours
STANDARD OIL COMPANY OF CALIFORNIA

By
Credit Division

CFA:LP

REFERRED TO Baldock
BY SECRETARY

prepare reply

SEE THE GOLDEN GATE INTERNATIONAL EXPOSITION · MAY 25 — SEPTEMBER 29, 1940

136-C-2

May 27, 1940

Mr. E. L. Rigdon
Lapine, Oregon

Dear Sir:

We are forwarding to you today, by express, a fully executed copy of Contract No. 2305 which was awarded to you on May 2, 1940, for grading, surfacing and oiling the Horse Ranch Section of the Fremont Highway, in Lake County. This is for your records and files.

Very truly yours,

STATE HIGHWAY COMMISSION

By

Secretary

JH:AM

RECEIVED

136-C-2

May 6, 1940

Mr. E. L. Rigdon
Lapine, Oregon

Dear Sir:

We are forwarding to you today, by express, four copies of Contract No. 2305 which was awarded to you on May 2, 1940, by the State Highway Commission, covering 3.32 miles grading, surfacing and oiling on the Horse Ranch Section of the Fremont Highway, in Lake County.

Will you kindly execute all four copies of this contract as to agreement and bond and return them to this office for approval by the Highway Commission. When this is done a fully executed copy will be returned to you for your records and files. We will also send an executed copy to the surety on your bond.

Your special attention is called to the provision under Section 5 of the General Provisions, relating to the Workmen's Compensation Act. You are expected to accept the terms of this Act and to carry on your work under this contract in strict conformance thereto.

Your attention is also called to the mimeographed page immediately following page 19 of the mimeographed Special Provisions, relating to the payment by the contractor of amounts due hospital associations, et cetera.

Very truly yours,

AM

Secretary

RECEIVED
MAY 5 1940
FOR FILING

136-C-2

May 3, 1940

Mr. E. L. Rigdon

Lapine, Oregon

Dear Sir:

The State Highway Commission on May 2, 1940, awarded you the contract for 3.32 miles grading, surfacing and oiling on the Horse Ranch Section of the Fremont Highway, in Lake County. This award was based on your low bid of $29,815 submitted on that date.

Contract forms will be sent to you for execution within the next few days.

Very truly yours,

AM

Secretary

cc - Mr. E. H. Probert
Mr. O. S. Paxson

136-C-2

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION
DISTRICT ONE

MONTANA
OREGON
WASHINGTON

POST OFFICE BUILDING
PORTLAND, OREGON

May 2, 1940

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

This is to confirm our verbal concurrence in award of contract, as of this date, for Oregon Federal Aid Project No. FAP 136-C (2), Horse Ranch Section of the Fremont Highway, to E. L. Rigdon, La Pine, Oregon, who submitted the low bid.

Very truly yours,

W H Lynch

W. H. LYNCH
District Engineer

RECEIVED
AUG 21 1940
FOR FILING

136-C-2

May 2, 1940

Mr. W. H. Lynch
District Engineer
Public Roads Administration
Post Office Box 3900
Portland, Oregon

Dear Sir:

All necessary right of way has been acquired for the Horse Ranch Section, Project No. FA 136-C (~~3~~2).

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/MK

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION
DISTRICT ONE

MONTANA
OREGON
WASHINGTON

POST OFFICE BUILDING
PORTLAND, OREGON

March 27, 1940

136-C-2

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

P. S. and E. documents for Oregon Federal Aid Project No. 136-C (2), the Horse Ranch Section of the Fremont Highway, have today been recommended for approval. This is your authority to advertise for bids, subject to final review and approval of the plans and specifications by the Commissioner of Public Roads.

Concurrence in award will be withheld until the right to occupy and use the right-of-way has been secured.

Very truly yours,

WH Lynch

W. H. LYNCH,
District Engineer

136-C-V

March 20, 1940

Mr. W. H. Lynch
District Engineer
Public Roads Administration
Post Office Box 3900
Portland, Oregon

Dear Sir:

Herewith are enclosed seven copies of estimate and three copies of right of way statement for the Horse Ranch Section, Project No. FA 136-C (2).

Five bid proposals and five sets of blueprint plans are being sent under separate cover.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/GS

Encl.

Oregon State Highway Department   Federal Aid Project No. 136-C (2)

HORSE RANCH SECTION OF THE
FREMONT HIGHWAY IN LAKE COUNTY

(Estimate to accompany plans and specifications. Not as basis for project agreement.)

Salem, Oregon, March 20, 1940

Roadway (Sta. 5970+00 to Sta. 6146+96.8)

All Required		Clearing and Grubbing	$ - -	$ 100.00
80	cu. yds.	Trench Excavation	1.00	80.00
63,000	cu. yds.	Excavation, Single Classif.	.27	17,010.00
6,500	yd. mi.	Truck Haul	.12	780.00
3.32	miles	Finishing Roadbed and Slopes	200.00	664.00
2,700	lin. ft.	Rounding Cutbanks	.10	270.00
260	lin. ft.	18" Concrete Pipe	2.00	520.00
130	lin. ft.	24" Concrete Pipe	3.00	390.00
90	lin. ft.	Salvaging Culvert Pipe	.75	67.50
20	only	Wood Sight Posts	2.00	40.00
1,300	cu. yds.	Removal of Overburden	.12	156.00
11,000	cu. yds.	Pit-run Gravel Base	.20	2,200.00
62,000	yd. mi.	Hauling Gravel Base	.08	4,960.00
600	M-gal.	Sprinkling	1.50	900.00
3.32	miles	Preparation of Base	200.00	664.00
120	tons	SC-2 Road Oil in Place	20.00	2,400.00
550	cu. yds.	Gravel Cover Material	.25	137.50
3,300	yd. mi.	Hauling Cover Material	.15	495.00
			Subtotal	$ 31,834.00
			10% Engr. & Cont.	3,183.40
			Total	$ 35,017.40

Length 3.320 miles
Cost per mile $ 10,547.40

Federal Aid Funds- -	$ 21,360.00
State Funds- -	13,657.40
	$ 35,017.40

HORSE RANCH SECTION

PROJECT NO. FA 136-C (2)

While negotiations for right of way are in progress, three parcels have not been acquired nor has the right to occupy and use these parcels been secured, but it is now believed that the right of way can be made fully available within 30 days.

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

March 20, 1940

CONTRACT# [redacted] 2306

189-D-1 Cottage Grove Sec., Pacific Hwy. 1940

#2306

Form [illegible]—Revised—[illegible]

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Roseburg, Oregon
Aug. 9, 1943

189-1-1

Subject: Cottage Grove Job

To:

C. B McCullough

Dear Sir:

I was not correct in what I told you and Mr. Devers regarding the openings in the center strip at Cottage Grove.

I looked at the job on my return from Salem last week and believe it was built in accordance with the plans as shown on Federal Aid Sheets. The actual work will be compared with the plans and if there were any changes made, I will advise you.

Very truly yours,

K. D. Lytle
K. D. LYTLE
Division Engineer

cc: Smith
Umphlette

NOTED
C. B. McCullough

RECEIVED
AUG 10 1943
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
JU[illegible] 194[illegible]
FOR [illegible]

14-15-1

Stenoil No. 8.

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT NO. 1

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION

POST OFFICE BUILDING
PORTLAND, OREGON

RECEIVED
JUN 9 - 1941
[illegible]
STATE HIGHWAY COMMISSION

IN YOUR REPLY PLEASE
REFER TO FILE No.________

June 6, 1941

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

Final inspection of Oregon SN-FAP 189-D (1). Cottage Grove Section of the Pacific Highway ________, was made by a representative of this office on May 20, 1941. Prompt submission of the final voucher will be appreciated.

Very truly yours,

W. H. LYNCH
District Engineer

By L. Caufield
L. J. Caufield
Sr. Highway Engineer

Ison

R H Baldock

189-D-1

RECEIVED
JUN 11 1941

NOTED
State Highway Engineer

May 14th, 1941

FINAL COST ANALYSIS
Cottage Grove Section
Pacific Highway in Lane County

Contract 2306
Berke Bros., Contractors

Prefix 20-1032
E. E. Umphlette, Resident Engineer

Item	Cost	Quantity	Unit Cost	Unit Bid	Gross Revenue
Clearing & Grubbing	$456.00	100%		$500.00	$500.00
Trench Excavation	731.52	755.5 Cu. Yd.	$0.968	1.00	755.50
Excavation, Single Class	2,452.95	12,729.2 " "	0.193	0.18	2,291.26
Truck Haul	297.93	2,450.2 Yd. Mi.	0.122	0.12	294.02
Finishing Roadbed & Slopes	215.33	0.85 Mile	253.33	200.00	170.00
Removal of Old Pavement	1,549.98	5,363.86 Sq. Yd.	0.289	0.25	1,340.97
Removal of Curbs & Gutters	147.69	1,335.1 Lin. Ft.	0.111	0.10	133.51
Removal of Catch Basins	25.34	5	5.07	5.00	25.00
6" Sewer Pipe	27.67	52.5 Lin. Ft.	0.527	0.50	26.25
8" " "	638.33	1,025.5 " "	0.622	0.60	615.30
12" Concrete Pipe	382.77	378 " "	1.01	0.95	359.10
18" " "	370.73	183 " "	2.03	2.00	366.00
Salvaging Culvert Pipe	✓ ~~43.44~~ 33.44	33 " "	1.01	1.00	33.00
Adjusting Manhole	26.82	3	8.94	10.00	30.00
Concrete Catch Basins	336.92	19	17.73	20.00	380.00
Concrete Curbs & Gutters	5,147.60	352.837 Cu. Yd.	14.59	16.50	5,821.81
" Sidewalks	3,115.24	2,191.32 Sq. Yd.	1.42	1.55	3,396.55
" Driveway Aprons	1,181.40	613.759 Sq. Yd.	1.93	1.75	1,074.08
Constructing Recesses for Curb Markers	198.35	100%		200.00	200.00
Concrete Light Pedestals	38.32	2	19.16	25.00	50.00
3/4" Electrical Conduit	20.93	130 Lin. Ft.	0.161	0.15	19.50
Cable Guard Fence	192.71	180 " "	1.07	1.25	225.00
3"-0 Gravel in Base	4,558.68	6,620 Cu. Yd.	0.689	0.65	4,303.00
3/4"-0 Mat'l in Shoulders and Surfacing	1,203.81	669.5 Cu. Yd.	1.80	1.75	1,171.63

tage Grove Cost Analysis.

Item	Cost	Quantity	Unit Cost	Unit Bid	Gross Revenue
3/4"-0 Mat'l in Cushion Course	$2,239.08	1,141 Cu. Yd.	$1.96	$1.75	$1,996.75
Portland Cement Concrete Pavement	35,734.89	21,125.642 Sq. Yd.	1.692	1.65	34,857.31
3/4" Expansion Joints	274.69	1,658.6 Lin. Ft.	0.149	0.16	265.38
1/2" " "	66.54	585 " "	0.114	0.15	87.75
Contraction Joints	295.78	10,512.2 " "	0.028	0.03	315.37
Dowels	310.10	1,806	0.183	0.18	325.08
Tie Bars & Reinforcement	736.67	13,657.8 Lbs.	0.054	0.05	682.89
Asphaltic Concrete	4,239.52	540.6 Ton	7.84	7.50	4,054.50
PA #1, Special Concrete Manhole	77.64	1	77.64	80.00	80.00
PA #2, Cement Adjustment		- 445.93 Bbl.		2.57	- 1,146.04
PA #3, Purchase Cable Guard Fence Posts	18.23	4	4.557	4.557	18.23
	$67,337.60				$65,118.70

Total Cost	$67,337.60
Gross Revenue	65,118.70
Net Loss	$2,218.90

Net Loss Equals 3.41% of Gross Revenue

Contract 2306

Details of Cost

Labor:

Supervision		$3,850.98	
Labor		15,930.73	
State Industrial Accident	6½% of P/R	1,285.83	
Unemployment Compensation	3% of P/R	593.45	
Old Age Benefit	1% of P/R	197.82	
			$21,858.81

Materials:

6" Sewer Pipe	52½	lin. ft.	at	$0.25	$13.13	
8" " "	1,025½	" "	"	0.355	364.53	
12" Concrete Pipe	378	" "	"	0.65	245.70	
18" " "	183	" "	"	1.50	274.50	
Cement	7,073¼	bbl.	"	2.57	18,178.25	
Concrete Aggregate	6,230	cu. yd. at Bunker	"	0.80	4,984.00	
3/4" Electrical Conduit	130	lin. ft.	"	0.09	11.70	
Cable Guard Posts, Lumber, Supplies					138.23	
3"-0 Gravel (Base)	6,620	cu. yd.	at	0.40	2,648.00	
3/4"-0 Mat'l (Surfacing)	669.5	" "	"	0.80	535.60	
3/4"-0 Mat'l (Cushion)	1,141	" "	"	0.80	912.80	
3/4" Expansion Joints	1,658.6	lin. ft.	"	0.096	159.23	
1/2" " "	585	" "	"	0.0604	35.33	
Contraction Joints	10,512.2	" "	"	0.0148	155.58	
Dowels	1,806		"	0.135	243.81	
Dowel Sleeves	1,806		"	0.035	63.21	
Tie Bars	13,657.8	lbs.	"	0.0406	554.51	
Mineral Aggregate for Asphaltic Concrete	375	cu. yd.	"	0.80	300.00	
Asphalt	38	ton	"	13.90	528.20	
Manhole Ring & Cover					15.00	
Catch Basin Grates	15		"	8.50	127.50	
						30,488.81

Miscellaneous:

Equipment Rental (Incl. Repairs)	$5,975.67	
Gas, Oil and Grease	3,020.95	
Move In and Freight	1,196.41	
Form Lumber	962.96	
Stockpile and Bunker Site Rent	136.75	
Miscellaneous Expenses	924.21	
Overhead Expense	538.23	
Home Office Expense	325.00	
Bond	651.19	
Less Sales - Private Work	- 2,084.72	
		11,646.65

Cottage Grove Cost Analysis.

Detail of Cost (Continued).

(Balance Brought Forward)			$63,994.27
Sub-Contracted to United Contracting Co.:			
Placing Asph. Concrete	540.6 Ton at $6.18	$3,343.33	3,343.33
	Total Cost		$67,337.60

Contract 2306

Analysis of Crushing Costs - Sub-Contracted to O. C. Yocom

Item	Cost	Quantity	Unit Cost	Unit Bid	Gross Revenue
3"-0 Gravel for Base	$8,463.95	6,620 Cu. Yd.		$0.40	$2,648.00
Concrete Aggregate		6,230 " "		0.80	4,984.00
3/4"-0 Mat'l for Shoulder & Surfacing		669½ " "		0.80	535.60
3/4"-0 Mat'l for Cushion		1,141 " "		0.80	912.80
Mineral Aggregate for Asphaltic Concrete		375 " "		0.80	300.00
	$8,463.95				$9,380.40

Gross Revenue	$9,380.40
Total Cost	8,463.95
Net Profit	$916.45

Net Profit Equals 9.77% of Gross Revenue

Cost Analysis of Cottage Grove Section

Contract 2306

Details of Crushing Costs - Sub-Contracted to O. C. Yocom

Labor:		
Supervision	$324.00	
Labor	2,649.76	
State Industrial Accident Commission	148.69	
Unemployment Compensation	89.21	
Old Age Benefit	29.74	
		$3,241.40
Miscellaneous:		
Equipment Rental (Incl. Repairs)	$3,065.55	
Gas, Oil and Grease	841.00	
Move In and Set Up	700.00	
Miscellaneous Expenses	264.00	
Overhead Expense	176.00	
Home Office Expense	176.00	
		5,222.55
Total Cost		~~$8,364.95~~ Corr. 8463.95

Contract 2306

Analysis of Paving Cost

Item	Cost	Quantity	Unit Cost
Fine Grade	$1,402.76	21,125.64 sq. yd.	$0.0664
Forms	2,035.72	" " "	0.0964
Batch	1,816.67	" " "	0.0860
Batch Haul	1,133.52	" " "	0.0537
Mix	1,812.72	" " "	0.0858
Spread	878.55	" " "	0.0416
Finish	1,888.88	" " "	0.0894
Cure	955.01	" " "	0.0452
Cleanup and Tar	323.79	" " "	0.0153
Supervision & General Overhead	2,169.15	" " "	0.1026
Cement - 1.15 sack per sq. yd.	15,644.87	" " "	0.7406
Concrete Aggregate - 0.26 cu. yd. per sq. yd.	5,673.25	" " "	0.2685
	$35,734.89	21,125.64 sq. yd.	$1.6915

A batching plant was set up near the center of the job, and aggregate was stockpiled at the same site. The batching scale had units for weighing cement, sand and three sizes of gravel. Cement, in sacks, was delivered by truck to a loading platform where it was stored and moved as needed to the scales by hand trucks. Aggregates were loaded by a 3/8-yard shovel into light trucks which hauled up a ramp and dumped into the batch bunkers. Batch trucks carrying three batches each hauled to a 7-sack mixer. 19,900 Sq. yd. of pavement were batched in this manner, and the balance of 1,250 sq. yd. were batched and hauled to a 2-sack mixer which was also used for mixing concrete for structures and driveway aprons. A motor blade, 10-ton roller and four men prepared fine grade, and a crew of six men set forms. In addition to the mixer, paving equipment consisted of a finishing machine with vibrator attachment, a Johnson bullfloat, hand tools and cotton mats for curing. The paving crew included a skipman, mixerman, two finishing machine operators and a helper, four concrete spreaders, three men curing and three miscellaneous laborers. Paving was started August 16th, 1940 and was finished except for some minor details on September 12th. The period of paving amounted to 17 days, totaling 136 hours. 21,126 Sq. yds. of Portland Cement concrete pavement were laid in 121 hours at an average rate of 175 sq. yd. per hour. This is equivalent to 143 lineal feet of 11-foot wide pavement per hour. The best day's production was 1,996 sq. yd. in an 8-hour shift.

Cost Analysis of Cottage Grove Section

Contract 2306

Remarks on Crushing Costs - Sub-Contracted by O. C. Yocom

The furnishing of all gravel and aggregates used on this project was sub-contracted to O. C. Yocom. The price in the bunker was $0.40 per cu. yd. for 3"-0 gravel for base and $0.80 per cu. yd. for concrete and asphalt paving aggregate, cushion course and crushed surfacing.

An Austin-Western portable crusher was moved in and bunkers erected at Davidson's gravel bar, 2.2 miles northeast of the north end of the project. Crushing was started June 17th, 1940 and completed July 20th, 1940. All required grades of gravel and aggregate were produced simultaneously. The material was hauled from the bunkers to stockpiles by the principal contractor. During a period of five weeks the plant operated 315 hours to produce a total of 15,035 cu. yds. of gravel and aggregate at an average rate of 48 cu. yds. per hour.

A 3/4-yard dragline shovel loaded bar material into two pit trucks which hauled up a ramp and dumped into the portable crushing plant.

Little difficulty was encountered on this job, and economical operations made a substantial profit for the sub-contractor.

Contract 2306

REMARKS:

This was a "Regular Federal Aid Project" and consisted of construction of 0.85 mile of highway roadbed, 6,600 cu. yd. of rock base, 1,800 cu. yd. of rock cushion course and rock shoulders, 21,125 sq. yd. of Portland Cement concrete pavement, 540 tons of asphaltic concrete pavement and footpath surfacing and other incidental work. The contract was bid and awarded May 2nd, 1940. Work was started May 17th, and completed November 15th, 1940.

Clearing and grubbing included removal of building foundations, debris and such materials incident to work in city areas.

A cat and scraper and a cat and dozer did most of the excavation. A small amount of excavation and the removal of old pavement, curbs and gutters and catch basins was done with a 1¼-yard shovel and heavy trucks.

3"-0 Gravel in base was obtained from the sub-contractors' bunkers 2.2 miles from the north end of the job and was hauled to the street in heavy trucks. The gravel was spread and compacted with a patrol blade and a 10-ton roller.

3/4"-0 Material for surfacing and 3/4"-0 material for cushion course were hauled from the sub-contractors' bunkers and stockpiled on the job until needed, when it was loaded by shovel into light trucks, hauled to place, spread and compacted.

Concrete structures and pavement were constructed as previously described.

Placing of asphaltic concrete was sub-contracted to United Contracting Co. The principal contractor furnished the asphalt and placed the mineral aggregate in stockpiles on the asphalt plant site. A portable paving plant was operated from October 15th to October 26th, 1940 to produce 540.6 tons in 64 hours, at an average rate of 8.4 tons per hour.

This job was frequently delayed as it was located in a city area. The long time required to complete the job and the excess of overhead expenses increased the cost of this job. The bid prices were a little too low to absorb these expenses, and the job showed a small loss to the contractor.

E. H. Clymer
Cost Analyst

By . . M. G. Smith

RECEIVED
MAY 1 1941
FOR FILING

FA-189-B-1

April 30, 1941

Mr. W. H. Lynch
District Engineer
Public Roads Administration
P. O. Box 3900
Portland, Oregon

Dear Sir:

In connection with the Cottage Grove Project, FA 189-B (1), we wish to advise that reflectorized cross-buck signs (with black backgrounds) are now in place at the grade crossing.

Very truly yours,

R. H. BALDOCK
Chief Engineer

By

S. H. Probert
Office Engineer

SHP:ER

RECEIVED
APR 1 1941
FOR FILING
189-15-1

April 1, 1941

Berke Bros.
7923 N. E. Halsey
Portland, Oregon

Gentlemen:

At the meeting of the State Highway Commission held on February 14, 1941, the following action was taken on your request for extension of time:

"Berke Bros., contract No. 2306, for grading and paving the Cottage Grove Section of the Pacific Highway, in Lane County, requested an extension of time of 30 days, from October 15 to November 15, 1940, within which to complete this job. They alleged that their failure to complete the project within the specified time was due to extra work such as construction of additional curbs, sidewalks, gutters, driveways, et cetera, and because they were not allowed to remove the old concrete pavement at the south end of the job as contemplated, until after the new pavement had been constructed. The Engineer advised that this contract was awarded on May 2, 1940, and that work was commenced by the contractors on May 17, 1940, and was completed on November 15, 1940, 30 days after the expiration of the specified time limit. The principal reason for failure of the contractors to complete the job on time, he said, was their inability to secure equipment necessary for the paving work, which necessitated the giving of orders to the contractor not to disrupt the old pavement at the south end of the job until they were ready to lay new pavement at this point. Another reason for the delay, he said, was the fact that the City of Cottage Grove would not let the contractors install barricades closing certain streets where they intersected the new highway. He recommended in view of the circumstances and the fact that the contractors were not responsible for the delay that the extension of time now requested be granted without penalty. A letter was presented from the Public Roads Administration concurring therein. The Commission approved the recommendation."

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

By

Secretary

RS

cc - K. D. Lytle

189-S-1

March 12, 1941

GREAT AMERICAN INDEMNITY COMPANY
c/o Harvey Wells-Reed Insurance Agency
Failing Building
Portland, Oregon

Gentlemen:

You are hereby notified that State Highway Contract No. 2306 for grading and paving the Cottage Grove Section of the Pacific Highway, in Lane County, has been completed by the Contractor, Barke Bros., and that final settlement will be made by the state with said contractor on or after March 22, 1941.

The State is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues, or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the State assumes no responsibility for any such claims should there be any.

This notice is served upon you since you appear as surety on the bond furnished by the above contractor. Kindly acknowledge receipt of this letter.

For your information we wish to advise that the total amount paid the contractor in connection with this contract will be $65,106.81, including final payment, and that no force account work was performed therein. This contract was completed on November 15, 1940, and accepted by the Commission on February 14, 1941.

Very truly yours,

STATE HIGHWAY COMMISSION

By

Secretary

MBL

NOTED
D. G. DeSart

RECEIVED
JAN [illegible]
[illegible]

139-D-1

January 31, 1941

Great American Indemnity Company
Harvey Wells-Reed Insurance Agency
Failing Building
Portland, Oregon

Gentlemen:

You are advised that it is the intention of the State Highway Commission to make semi-final payment to Berke Brothers, on contract No. 2306, covering grading and paving on the Cottage Grove Section of the Pacific Highway in Lane County. This payment, in the amount of $7,131.12, will be made on or after February 10, 1941. The retained percentage is $1,953.56.

The state is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues, or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the state assumes no responsibility for any such claims should there be any.

Kindly acknowledge receipt of this letter.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

By

Secretary

RS

NOTED
D. G. DeSart

Form E-1—3M—5-40

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RECEIVED
JAN 27 1941
Oregon
STATE HIGHWAY COMMISSION

189-k-1

OREGON STATE HIGHWAY COMMISSION
FIELD ENGINEER'S WEEKLY REPORT
FOR CONSTRUCTION PROJECTS ONLY

For Week Ending January 25, 1941

Section Cottage Grove

Kind of work 0.85 Mi. Grading and Paving

Highway Pacific

Section prefix 20 - 1032

Contractor Berke Brothers

Contract number 2306

Date of contract May 8, 1940

Date of completion October 15, 1940

Date work started May 17, 1940

Estimated date of completion November 15, 1940

Amount of contract $ 66,681.00

Per cent of time elapsed 113 %

Estimated cost of completed project, exclusive of engineering $ 67,781.00

Per cent of contract completed, based on total contract price 100 %

Engineering cost to date, $ 5,862.86, 8.6 %

Date project was completed November 15, 1940

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

ENGINEERING

Semi-final Estimate completed, Saturday, January 25th, 1941, and submitted to the Division Office.

NOTED
RAY WEBBER

NOTED
[illegible]

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JAN 27 1941
OFFICE OF
CONSTRUCTION ENGINEER

Signed E. E. [illegible]

Address Roseburg, Oregon

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project	0.85				0.85
Miles partially completed					
Miles completed	0.85				0.85
Total estimated quantities	11,300				21,300
Estimated quantities moved or placed to date	12,792				21,125
Average daily quantities	Completed				Completed
Average daily quantities necessary to complete project on time					
Number shifts per day					
Hours per shift					
Average force on project for week					

Percentages of men employed on contract to be secured from:

.... County, ...%; .... County, ...%; .... County, ...%; .... County, ...%

	NUMBER USED AND SECURED FROM					CONTRACTOR'S KEY MEN, ETC.	TOTAL
	COUNTY	COUNTY	COUNTY	COUNTY	OTHER SOURCES		
Men							
Men and teams							
Men and trucks under 3 tons							
Men and trucks over 3 tons							
Men and tractors							

Equipment used during week: Shovels ...., Power graders ...., Rollers ...., Mixers ...., Crushing or screening plants ....,

Compressors ...., Bulldozers ...., Sheet-foot rollers ...., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday			
Monday			
Tuesday			
Wednesday			
Thursday			
Friday			
Saturday			

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JAN 30 1941
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189-19-1

Salem, Oregon
January 21, 1941

Mr. K. D. Lytle
Highway Division Engineer
Roseburg, Oregon

Dear Sir:

We are informed by the P. R. A. that the reflectorized cross-buck signs called for at Cottage Grove by P. U. C. Order No. 7086 have not yet been installed.

Please issue a state force work order for these signs and arrange to have them installed by Mr. Widdows.

Very truly yours,

R. H. BALDOCK
Chief Engineer

By

S. H. Probert
Office Engineer

SHP:ER

cc to J. N. Bishop
W. O. Widdows

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION
DISTRICT ONE

MONTANA
OREGON
WASHINGTON

POST OFFICE BUILDING
PORTLAND, OREGON

January 17, 1941

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

The contractor on Oregon Federal Aid Project No. 189-D (1), the Cottage Grove Section of the Pacific Highway, completed all work on the project on November 15, 1940, but as the required reflectorized crossbucks have not been installed at the grade crossing on the project, we are unable to accept it as complete. It is suggested that the signals be erected in the near future.

Very truly yours,

W. H. LYNCH
District Engineer

By F E Andrews
F. E. Andrews
Sr. Highway Engineer

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FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION

189-D-1

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

POST OFFICE BUILDING
PORTLAND, OREGON

IN YOUR REPLY PLEASE
REFER TO FILE No.

Stencil No. 124
Ore. FAP 189-D (1)
Cottage Grove Section
Pacific Highway

September 26, 1940

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

We are forwarding herewith, for your files, an executed copy of the ____________________ project agreement and certificate for the above numbered project.

Very truly yours,

W. H. LYNCH
District Engineer

By T M Davis
T. M. Davis
Sr. Highway Engineer

Encls.

Ron

Wa4 Pr-7141

Form P. R. 2

State Oregon

Federal Aid Project No. 189-D(1)

PROJECT AGREEMENT

MEMORANDUM OF AGREEMENT made this 16th day of Aug, 1940

by and between The Oregon State Highway Commission, constituting

for the purpose hereof, the Highway Department of the State of Oregon hereinafter called the Highway Department, and the Federal Works Administrator, hereinafter called the Administrator, under and pursuant to the provisions of the act of Congress approved July 11, 1916 (39 Stat., 355), entitled "An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes," and of the act approved November 9, 1921 (42 Stat., 212), entitled "An Act to amend the Act entitled 'An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes,' approved July 11, 1916, as amended and supplemented, and for other purposes," and acts amendatory thereof or supplementary thereto:

Whereas the Highway Department of said State submitted on the 9th day of November, 1938, a project statement, which was approved on the 24 day of December, 1938, for the proposed construction of a project consisting of the road hereinafter described; and

Whereas the Highway Department, in accordance with the rules and regulations promulgated for the administration of the Federal Highway Act, has furnished surveys, plans, specifications, and estimates for Section D (1) of said project which were recommended for approval by the District Engineer of the Public Roads Administration on the 3d day of April 1940; and

Whereas the Administrator has certified to the Secretary of the Treasury his approval of said surveys, plans, specifications, and estimates, and the sum of forty-four thousand, two hundred ninety and 00/100 dollars ($44,290.00) as the share of the United States payable under said act on account of Section D (1) of said project, which does not exceed the authorized Federal pro rata share of the approved total estimated cost thereof:

Now, therefore, in consideration of the premises and of the several promises to be faithfully performed by each, as hereinafter set forth, the Highway Department and the Administrator do hereby mutually agree as follows:

10—11379

FUNDS AT THE DISPOSAL OF THE HIGHWAY DEPARTMENT

ARTICLE I. Funds for the use of the Highway Department in the construction of said project have been made available in the following manner, to wit:

(*a*) By the State Chap. 175, laws 1917; Chap. 31, laws 1920; Chap. [illegible], laws 1939.
(Include date and citation of act of legislature by which authorized)

(*b*) From other sources
(State how placed under direct control of Highway Department)

ROAD EMBRACED IN PROJECT

ARTICLE II. This agreement covers the following highway as described in detail in said surveys, plans, and specifications:

Between survey station 768+33.4 at the intersection of Ninth and Main Streets in Cottage Grove and survey station 810+55.9 in the N.W. 1/4 of Sec. 33, T. 20 S., R. 3 W., W.M.

, length 0.799 of a mile~~s~~, in Lane County, being Section D (1) of Oregon Federal Aid project No. 189, consisting of 0.799 of a mile~~s~~ of roadway and no bridges, ~~each~~ of more than 20 feet clear span.

CHARACTER AND METHOD OF CONSTRUCTION

ARTICLE III. The Highway Department will construct or cause to be constructed to final completion said project, in strict compliance with said plans and specifications, which are made a part hereof, under its direct supervision, which shall include adequate inspection throughout the course of construction, subject at all times to inspection and approval by the Administrator or his agents, and in accordance with the laws of said State, the rules and regulations of the Administrator, and the following conditions:

(*a*) It is agreed that the construction work on the project shall be performed by contract, unless the performance thereof by force account shall be approved by the Administrator or his authorized representatives. Such construction work as may be performed by force account shall be paid for on the basis of the units of work performed at the unit prices set forth in the estimate as approved by the Administrator, except that where the total actual cost is ascertained to be less than the estimate so approved the total Federal payments shall not exceed the Federal pro rata share of such total actual cost.

16—11379

UNITED STATES PRO RATA SHARE OF THE COST OF SAID PROJECT

ARTICLE IV. The United States pro rata share of the value of the labor and materials which shall be actually put into the construction of Section D (1) of said project shall not in any event exceed the sum of forty-four thousand, two hundred ninety and 00/100 dollars ($44,290.00), certified to the Secretary of the Treasury as above mentioned, which does not exceed the authorized Federal pro rata share of seventy-two thousand, five hundred ninety-six and 15/100 dollars ($72,596.15), the approved total estimated cost of Section D (1) of said project.

PAYMENTS

ARTICLE V. As the construction of said project progresses, the Administrator shall from time to time draw warrants on the Secretary of the Treasury for the payment to The State Treasurer (Official or depository) hereby designated by the Highway Department for that purpose and authorized under the laws of said State to receive public funds of the State of Oregon (Name) of such sums as shall not, together with previous payments, exceed the United States pro rata share, as above specified, of the value, as determined by the Administrator after inspection and approval, of the labor and materials which have actually been put into said construction work in compliance with the requirements of Article III hereof.

The Administrator reserves the right to withhold such sum as he may deem necessary to insure completion of construction in compliance with said plans and specifications.

MAINTENANCE OF PROJECT

ARTICLE VI. The Highway Department will maintain said project in compliance with said acts of July 11, 1916, and November 9, 1921, out of funds which have been or will be made available therefor by said State in the manner herein set forth, to wit: (Include reference to statute authorizing funds and probable amount annually available)

Chap. 589, laws 1939.

The Highway Department will use every means within its power to insure proper and permanent maintenance of said project, and to that end will provide for the constant making of needed repairs to preserve a smooth-surfaced highway.

Showing of authority of the Highway Department to execute agreements will be found in the agreement for project No. 112.

In witness whereof the parties have hereunto affixed their signatures, the Highway Department on the day and year first above written and the Administrator on the SEP 4 - 1940 day of ________________, 19____

OREGON STATE HIGHWAY COMMISSION
(Official title of Highway Department)

By Henry F. Cabell
Chairman, State Highway Commission
(Title of officer)

By ________________
Member, State Highway Commission.
(Title of officer)

By ________________
Member, State Highway Commission.
(Title of officer)

By ________________
____
(Title of officer)

By ________________
____
(Title of officer)

FEDERAL WORKS ADMINISTRATOR,

By W. J. O'Leary
Acting Commissioner of Public Roads.

Form PR. 3—Revised

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION

CERTIFICATE OF APPROVAL OF PLANS, SPECIFICATIONS, AND ESTIMATES

(Under "An Act to provide that the United States shall aid the States in the construction of rural roads, and for other purposes," approved July 11, 1916, and acts amendatory thereof and supplementary thereto.)

To

The Secretary of the Treasury, and

The State Highway Department of the State of Oregon

Pursuant to the acts above cited, I hereby certify—

First. That in accordance with the provisions of said acts, I have approved the plans, specifications, and estimates submitted by the State Highway Department of the State of Oregon for the construction of a highway designated in the records of this Agency as Federal Aid Project No. 189-D(1) State of Oregon

Second. That in accordance with said provisions I have approved the sum of $72,596.15 as the total estimated cost of said project, and the sum of $44,290.00 as the share of the United States, payable under said acts on account of such project, which does not exceed the authorized Federal pro rata share of said total estimated cost.

Done at the city of Washington, this .... day of SEP 4 - 1940

one thousand nine hundred and ....

Federal Works Administrator,

By H. J. O'Leary
Acting Commissioner of Public Roads.

U. S. GOVERNMENT PRINTING OFFICE 16—10130

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SEP 25 1940
FOR FILING
1K7-17-1

516 S. 3rd & Quincy Streets
Cottage Grove, Oregon.
September 23, 1940

Oregon State Highway Commission
Oregon State Office Building,
Salem, Oregon

RECEIVED
[illegible] 1940
STATE HIGHWAY COMMISSION

Dear Gentlemen;

Received your letter today This morning Mr. Leon Godard made a settlement with me.

May I thank you for your interest and kindness

I remain thanking you again

Your Very truly,
W. D. Hubbell.

RECEIVED
SEP 23 1940
FOR FILING

189-L-1

September 20, 1940

Mr. W. D. Hubbel
516 S. 3rd & Quincy St.
Cottage Grove, Oregon

Dear Sir:

This will acknowledge receipt of your letter of September 18, and advise that Mr. Leon Goddard has not worked for the Highway Department. It is possible that he has been employed by or has been subcontracting on Berke Brothers contract No. 2306, for grading and paving the Cottage Grove Section of the Pacific Highway.

If this is the case, we advise that you file your claim through the Secretary of State in accordance with Chapter 517, Oregon Laws, 1939, copy of which is enclosed for your guidance.

The Great American Indemnity Company furnished the performance bond through their agents, Harvey Wells-Reed Insurance Agency, Failing Building, Portland, Oregon.

If Mr. Goddard was not employed by Berke Brothers, please give us additional information, and we will attempt to assist you in the satisfaction of your claim.

Yours very truly,

OREGON STATE HIGHWAY COMMISSION

By

Secretary

DGD:RS
encl.

516 S. 3rd + Quincy Sts,
Cottage Grove, Oregon.
Sept. 18, 1946

State Highway Commission Dept.
Salem, Oregon.

Dear Gentlemen;

I took in foundation Concrete block for street lights on new highway here for Leon Goddard.

I am sorry to say, but he is not dependable on paying, so will you please hold my bill of 13^{00} out and pay me direct.

I remain thanking you.

Yours very truly,
H. D. Hubbell

NOTED
D. G. DeSart

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AUG 2 0 1940
FOR FILING

189-D-1

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION
DISTRICT ONE

MONTANA
OREGON
WASHINGTON

POST OFFICE BUILDING
PORTLAND, OREGON

August 8, 1940

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

We are forwarding herewith two copies of proposed project agreement for signature and return to this office, covering Oregon FAP 189-D (1), the Cottage Grove Section of the Pacific Highway.

Enclosed is an approved copy of the detail estimate upon which the agreement was based, together with approved copy of specifications.

Approval was made subject to the condition that the reflectorized crossbucks and advance warning signs required by Public Utilities Commission Order 7086 be installed concurrently with the highway improvement.

Very truly yours,

W. H. LYNCH
District Engineer

By T. M. Davis
T. M. Davis
Senior Highway Engineer

Encls.

RECEIVED
AUG 8 1940
FOR FILING

189-D-1

August 7, 1940

Mr. P. M. Morse
County Engineer
Lane County
Eugene, Oregon

Dear Sir:

In reply to your letter of August 6, in which you state that the contractor on the Cottage Grove Section of the Pacific Highway failed to clean out the overflow channel on the county road used for hauling gravel, will state that this matter has been referred to our Construction Engineer for investigation and such action as is necessary.

We thank you for calling this condition to our attention.

Very truly yours,

C. B. McCullough
Assistant Chief Engineer

FS
cc—H. O. Smith

P. M. MORSE, *County Engineer*

CERTIFICATE NO. 255

LANE COUNTY, OREGON

County Surveyor's Office
Eugene, Oregon

RECEIVED
1940

August 6, 1940.

Mr. R. H. Baldock,
State Highway Engineer,
Salem, Oregon.

Dear Sir:

The contractor on the change of the Pacific Highway through Cottage Grove obtained his gravel from the bar East of Cottage Grove, and hauled over a county road from the bar to the Row River road and thence to Cottage Grove. This was a light type road and of course the contractor broke down several culverts and a short bridge over an overflow channel. The county has repaired the culverts and the bridge and replaced a light coat of oil on the road which was destroyed.

When the bridge was broken down, the contractor filled the overflow channel and has not cleaned out the fill since the work was done, and we believe that this should be done before high water. Wish you would pass the word along to the contractor to that effect.

Yours truly,
P. M. Morse
P. M. Morse,
County Engineer.

H. G. Smith

PMM:v

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JUL 15 1940
FOR FILING

189-E-1

July 15, 1940

Mr. W. H. Lynch
District Engineer
Public Roads Administration
P. O. Box 3900
Portland, Oregon

Dear Sir:

Herewith are enclosed seven copies of estimate as basis for project agreement for the Cottage Grove Section, Project No. FA 189-D (1).

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/HR

Encl.

Oregon State Highway Department   Federal Aid Project No. FA 189-D (1)

COTTAGE GROVE SECTION OF THE
PACIFIC HIGHWAY IN LANE COUNTY

(Estimate as basis for project agreement. Based on low bid prices.)

Salem, Oregon, June 14, 1940

WORK WITHIN CITY

60' Pavement (Sta. 768+33.4 to 791+00)

All Required		Clearing and Grubbing		$ 253.00
550	cu. yds.	Trench Excavation	$ 1.00	550.00
6,800	cu. yds.	Excavation, Single Classif.	.18	1,224.00
0.43	mile	Finishing Roadbed and Slopes	200.00	86.00
3,200	sq. yds.	Removal of Old Pavement	.25	800.00
1,500	lin. ft.	Removal of Curbs and Gutters	.10	150.00
5	only	Removal of Catch Basins	5.00	25.00
4	lin. ft.	6" Sewer Pipe	.50	2.00
650	lin. ft.	8" Sewer Pipe	.60	390.00
4	lin. ft.	12" Sewer Pipe	1.00	4.00
4	lin. ft.	15" Sewer Pipe	2.00	8.00
8	lin. ft.	18" Sewer Pipe	2.00	16.00
1	only	Adjusting Manhole	10.00	10.00
15	only	Concrete Catch Basins	20.00	300.00
380	cu. yds.	Concrete Curbs and Gutters	16.50	6,270.00
2,400	sq. yds.	Concrete Sidewalks	1.55	3,720.00
340	sq. yds.	Concrete Driveway Aprons	1.75	595.00
All Required		Constructing Recesses for Curb Markers		200.00
2	only	Concrete Light Pedestals	25.00	50.00
220	lin. ft.	3/4" Electrical Conduit	.15	33.00
320	lin. ft.	Cable Guard Fence	1.25	400.00
3,000	cu. yds.	1" - 0" Gravel in Base	.65	1,950.00
50	cu. yds.	3/4" - 0" Materials in Shoulders and Surfacing	1.75	87.50
450	cu. yds.	3/4" - 0" Materials in Cushion Course	1.75	787.50
10	cu. yds.	Filler	.40	4.00
10	yd. mi.	Hauling Filler	.10	1.00
16,000	sq. yds.	Portland Cement Concrete Pavement	1.65	26,400.00
1,400	lin. ft.	3/4" Expansion Joints	.16	224.00
200	lin. ft.	½" Expansion Joints	.15	30.00
8,300	lin. ft.	Contraction Joints	.03	249.00
1,500	only	Dowels	.18	270.00

12,000	lbs.	Tie Bars and Reinforcement	$ .05	$ 600.00
240	tons	Asphaltic Concrete	7.50	1,800.00
		Subtotal		$ 47,489.00
		10% Engr. & Cont.		4,748.90
		Total		$ 52,237.90
		Length	0.429 mile	
		Cost per mile	$ 121,766.66	

44' Pavement (Sta. 791+00 to 793+00)

All Required		Clearing and Grubbing		$ 22.00
5	cu. yds.	Trench Excavation	$ 1.00	5.00
900	cu. yds.	Excavation, Single Classif.	.18	162.00
.04	mile	Finishing Roadbed and Slopes	200.00	8.00
24	lin. ft.	12" Concrete Pipe	.95	22.80
100	cu. yds.	3" - 0" Gravel in Base	.65	65.00
50	cu. yds.	3/4" - 0" Materials in Shoulders and Surfacing	1.75	87.50
30	cu. yds.	3/4" - 0" Materials in Cushion Course	1.75	52.50
10	cu. yds.	Filler	.40	4.00
10	yd. mi.	Hauling Filler	.10	1.00
1,000	sq. yds.	Portland Cement Concrete Pavement	1.65	1,650.00
100	lin. ft.	3/4" Expansion Joints	.16	16.00
700	lin. ft.	Contraction Joints	.03	21.00
100	only	Dowels	.18	18.00
400	lbs.	Tie Bars and Reinforcement	.05	20.00
70	tons	Asphaltic Concrete	7.50	525.00
		Subtotal		$ 2,679.80
		10% Engr. & Cont.		267.98
		Total		$ 2,947.78
		Length	.038 mile	
		Cost per mile	$ 77,573.15	

22' Pavement (Sta. 793+00 to 797+95)

All Required		Clearing and Grubbing		$ 55.00
15	cu. yds.	Trench Excavation	$ 1.00	15.00
1,100	cu. yds.	Excavation, Single Classif.	.18	198.00
.09	mile	Finishing Roadbed and Slopes	200.00	18.00
24	lin. ft.	12" Concrete Pipe	.95	22.80
30	lin. ft.	Salvaging Culvert Pipe	1.00	30.00
930	cu. yds.	3" - 0" Gravel in Base	.65	604.50

460	cu. yds.	3/4" - 0" Materials in Shoulders and Surfacing	$ 1.75	$ 805.00
30	cu. yds.	3/4" - 0" Materials in Cushion Course	1.75	52.50
200	cu. yds.	Filler	.40	80.00
200	yd. mi.	Hauling Filler	.10	20.00
1,210	sq. yds.	Portland Cement Concrete Pavement	1.65	1,996.50
110	lin. ft.	3/4" Expansion Joints	.16	17.60
680	lin. ft.	Contraction Joints	.03	20.40
110	only	Dowels	.18	19.80
450	lbs.	Tie Bars and Reinforcement	.05	22.50
30	tons	Asphaltic Concrete	7.50	225.00
		Subtotal		$ 4,202.60
		10% Engr. & Cont.		420.26
		Total		$ 4,622.86

Length .093 mile
Cost per mile $ 49,706.17

WORK OUTSIDE CITY

22' Pavement (Sta. 797+95 to 810+55.9)

All Required		Clearing and Grubbing		$ 141.00
80	cu. yds.	Trench Excavation	$ 1.00	80.00
1,800	cu. yds.	Excavation, Single Classif.	.18	324.00
2,800	yd. mi.	Truck Haul	.12	336.00
0.24	mile	Finishing Roadbed and Slopes	200.00	48.00
1,800	sq. yds.	Removal of Old Pavement	.25	450.00
152	lin. ft.	12" Concrete Pipe	.95	144.40
180	lin. ft.	18" Concrete Pipe	2.00	360.00
1	only	Concrete Catch Basin	20.00	20.00
2,370	cu. yds.	3" - 0" Gravel in Base	.65	1,540.50
1,190	cu. yds.	3/4" - 0" Materials in Shoulders and Surfacing	1.75	2,082.50
90	cu. yds.	3/4" - 0" Materials in Cushion Course	1.75	157.50
520	cu. yds.	Filler	.40	208.00
520	yd. mi.	Hauling Filler	.10	52.00
3,090	sq. yds.	Portland Cement Concrete Pavement	1.65	5,098.50
290	lin. ft.	3/4" Expansion Joints	.16	46.40
1,720	lin. ft.	Contraction Joints	.03	51.60
290	only	Dowels	.18	52.20
1,150	lbs.	Tie Bars and Reinforcement	.05	57.50
50	tons	Asphaltic Concrete	7.50	375.00
		Subtotal		$ 11,625.10
		10% Engr. & Cont.		1,162.51
		Total		$ 12,787.61

Length 0.239 mile
Cost per mile $ 53,504.64

SUMMARY OF FUNDS REQUESTED

Item	Total Cost	Federal Aid Funds	State Funds
Work Inside City			
60' Pavement	$ 52,237.90	$ 31,870.00	$ 20,367.90
44' Pavement	2,947.78	1,798.00	1,149.78
22' Pavement	4,622.86	2,820.00	1,802.86
Work Outside City			
22' Pavement	12,787.61	7,802.00	4,985.61
	$ 72,596.15	$ 44,290.00	$ 28,306.15

State Funds for Construction: Chap. 175, laws 1917; Chap. 31, laws 1920; Chap. 529, laws 1939

State Funds for Maintenance: Chap. 529, laws 1939

RECEIVED
MAY 24
FC

189-D-1

May 23, 1940

Burke Brothers
7923 N. E. Halsey St.
Portland, Oregon

Gentlemen:

We are forwarding to you today, by express, a fully executed copy of Contract No. 2306 which was awarded to you on May 2, 1940, for grading and paving the Cottage Grove Section of the Pacific Highway, in Lane County. This is for your records and files.

Very truly yours,

Secretary

AM

187-D-1

May 6, 1940

HENKE BROS.
7923 N. E. Halsey Street
Portland, Oregon

Gentlemen:

We are sending you today by express four copies of Contract No. 2306 which was awarded to you by the State Highway Commission on May 2, 1940, covering the grading and paving of the Cottage Grove Section of the Pacific Highway, in Lane County.

Will you please execute all four copies of this contract as to agreement and bond and return them to this office for approval by the State Highway Commission. When this has been done, a fully executed copy will be returned to you for your records and files. We will also send an executed copy to the surety on your bond.

Your special attention is called to the paragraph under Section 5 (page 14) of the printed General Provisions, relating to the Workmen's Compensation Act. You will be expected to accept the terms of this Act and to carry on your work under this contract in strict conformance thereto.

Your attention is also called to the mimeographed page immediately preceding the colored pages, relating to the payment by the contractor of amounts due hospital associations, et cetera.

Very truly yours,

STATE HIGHWAY COMMISSION
By

Secretary

MBL

RECEIVED
MAY 8 1940
FOR FILING

189-D-1

May 3, 1940

Berke Brothers
7923 N. E. Halsey
Portland, Oregon

Gentlemen:

The State Highway Commission on May 2, 1940, awarded you the contract for 0.85 mile grading and paving on the Cottage Grove Section of the Pacific Highway, in Lane County. This award was based on your low bid of $66,661.00 submitted on that date.

Contract forms will be sent to you for execution within the next few days.

Very truly yours,

Secretary

AM

cc - Mr. R. H. Probert
Mr. G. S. Paxson

189-D-1

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION
DISTRICT ONE

MONTANA
OREGON
WASHINGTON

POST OFFICE BUILDING
PORTLAND, OREGON

May 2, 1940

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

This is to confirm our verbal concurrence in award of contract, as of this date, for Oregon Federal Aid Project No. FAP 189-D (1), the Cottage Grove Section of the Pacific Highway, to Berke Bros., Portland, Oregon, who submitted the low bid.

Very truly yours,

W H Lynch
W. H. LYNCH
District Engineer

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189-D-1

May 2, 1940

Mr. W. H. Lynch
District Engineer
Public Roads Administration
Post Office Box 3900
Portland, Oregon

Dear Sir:

All necessary right of way has been acquired for the Cottage Grove Section, Project No. FA 189-D (1).

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/ME

April 6, 1940

Mr. W. H. Lynch
District Engineer
Public Roads Administration
Post Office Box 3900
Portland, Oregon

Dear Sir:

In accord with the request contained in your letter of March 30, 1940, we are sending, under separate cover, three copies of order number 7086 issued by the Public Service Commissioner, concerning the grade crossing of the J. H. Chambers and Son Logging Railroad at the south city limits of Cottage Grove on Project No. FA 189-D (1).

We are, likewise, sending three copies of an option signed by J. H. Chambers covering the purchase of additional right of way which, in addition, sets forth the agreement reached with his company concerning rearrangement of their tracks.

The terms of the option have been approved by the Highway Commission and reimbursement made to the railroad company.

The work proposed to be done by our contractor is confined to adjustment of the railroad grade to conform with his construction of the highway roadbed.

To more accurately describe the limits of this work, we are sending revised copies of special provision page number 7 and plan sheet number 5-A.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/GS

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION
DISTRICT ONE

MONTANA
OREGON
WASHINGTON

POST OFFICE BUILDING
PORTLAND, OREGON

189-D-1

April 3, 1940

Mr. R. H. Baldock,
State Highway Engineer
Salem, Oregon

Dear Sir:

P. S. and E. documents for Oregon Federal Aid Project No. 189-D (1), the Cottage Grove Section of the Pacific Highway, have today been recommended for approval. This is your authority to advertise for bids, subject to final review and approval of the plans and specifications by the Commissioner of Public Roads.

Concurrence in award is to be withheld pending certificate that rights-of-way have been obtained.

Very truly yours,

W. H. LYNCH,
District Engineer

By L Caufield
L. C. Caufield,
Senior Highway Engineer

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION
DISTRICT ONE

MONTANA
OREGON
WASHINGTON

POST OFFICE BUILDING
PORTLAND, OREGON

March 30, 1940

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

Reference is made to P.S.& E. papers for Oregon Federal Aid Project 189-D (1), the Cottage Grove Section.

It will be necessary that we have a copy of an agreement with the railway company regarding the changes to be made in the lumber company's railway and also a letter that the State will agree to protect the grade crossing as provided for in General Administrative Memorandum No. 63. This should be as was done in your letter of October 13, 1939, covering Oregon FAP 131-J (1).

P.S.& E. papers will be held here pending receipt of the above information.

Very truly yours,

W H Lynch

W. H. LYNCH
District Engineer

RECEIVED
[illegible]

189-D-1

March 29, 1940

Mr. W. H. Lynch
District Engineer
Public Roads Administration
Post Office Box 3900
Portland, Oregon

Dear Sir:

Herewith are enclosed five copies of revised special provision page number 56 for the Cottage Grove Section, Project No. FA 189-D (1), which page contains a revised specification under the sub-head "Removal of Buildings from Right of Way."

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/OS

Encl.

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FO[illegible]

189-D-1

March 29, 1940

Mr. W. E. Lynch
District Engineer
Public Roads Administration
Post Office Box 3900
Portland, Oregon

Dear Sir:

Herewith are enclosed five copies of revised special provision page number 56 for the Cottage Grove Section, Project No. FA 189-D (1), which page contains a revised specification under the sub-head "Removal of Buildings from Right of Way."

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/GS

Encl.

March 27, 1940

Mr. W. H. Lynch
District Engineer
Public Roads Administration
P. O. Box 3900
Portland, Oregon

Dear Sir:

We are enclosing herewith seven copies of estimate and three copies of right of way statement to accompany plans and specifications for the Cottage Grove Section, Project No. FA 189-D (1).

Five bid proposals and five sets of blueprint plans are being sent under separate cover.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dist. by J. W. Nash/ER

Encl.

Oregon State Highway Department Federal Aid Project No. FA 189-B (1)

COTTAGE GROVE SECTION

OF THE PACIFIC HIGHWAY IN LANE COUNTY

(Estimate to accompany plans and specifications. Not as basis for project agreement.)

Salem, Oregon, March 27, 1940

WORK WITHIN CITY

60' Pavement (Sta. 768+33.4 to 791+00)

All Required		Clearing and Grubbing	$ - -	$ 750.00
550	cu. yds.	Trench Excavation	1.00	550.00
6,800	cu. yds.	Excavation, Single Classif.	.35	2,380.00
0.43	mile	Finishing Roadbed and Slopes	500.00	215.00
3,200	sq. yds.	Removal of Old Pavement	.30	960.00
1,500	lin. ft.	Removal of Curbs and Gutters	.10	150.00
5	only	Removal of Catch Basins	3.00	15.00
4	lin. ft.	6" Sewer Pipe	.50	2.00
650	lin. ft.	8" Sewer Pipe	.70	455.00
4	lin. ft.	12" Sewer Pipe	.90	3.60
4	lin. ft.	15" Sewer Pipe	1.40	5.60
8	lin. ft.	18" Sewer Pipe	1.80	14.40
1	only	Adjusting Manhole	20.00	20.00
15	only	Concrete Catch Basins	25.00	375.00
380	cu. yds.	Concrete Curbs and Gutters	22.00	8,360.00
2,400	sq. yds.	Concrete Sidewalks	1.50	3,600.00
340	sq. yds.	Concrete Driveway Aprons	1.80	612.00
All Required		Constructing Recesses for Curb Markers	- -	100.00
2	only	Concrete Light Pedestals	20.00	40.00
220	lin. ft.	3/4" Electrical Conduit	.25	55.00
320	lin. ft.	Cable Guard Fence	1.10	352.00
3,000	cu. yds.	3" - 0" Gravel in Base	1.20	3,600.00
50	cu. yds.	3/4" - 0" Materials in Shoulders and Surfacing	1.60	80.00
450	cu. yds.	3/4" - 0" Materials in Cushion Course	1.60	720.00
10	cu. yds.	Filler	.40	4.00
10	yd. mi.	Hauling Filler	.15	1.50
16,000	sq. yds.	Portland Cement Concrete Pavement	1.65	26,400.00
1,400	lin. ft.	3/4" Expansion Joints	.15	210.00

200	lin. ft.	1" Expansion Joints	$ .10	$ 20.00
8,300	lin. ft.	Contraction Joints	.03	249.00
1,500	only	Dowels	.15	225.00
12,000	lbs.	Tie Bars and Reinforcement	.05	600.00
240	tons	Asphaltic Concrete	8.00	1,920.00
		Subtotal		$ 53,044.10
		10% Engr. & Cont.		5,304.41
		Total		$ 58,348.51

Length 0.429 mile
Cost per mile $ 136,010.51

44' Pavement (Sta. 791+00 to 793+00)

All Required		Clearing and Grubbing	$ - -	$ 70.00
5	cu. yds.	Trench Excavation	1.00	5.00
900	cu. yds.	Excavation, Single Classif.	.35	315.00
.04	mile	Finishing Roadbed and Slopes	500.00	20.00
24	lin. ft.	12" Concrete Pipe	1.30	31.20
100	cu. yds.	3" - 0" Gravel in Base	1.20	120.00
50	cu. yds.	3/4" - 0" Materials in Shoulders and Surfacing	1.60	80.00
30	cu. yds.	3/4" - 0" Materials in Cushion Course	1.60	48.00
10	cu. yds.	Filler	.40	4.00
10	yd. mi.	Hauling Filler	.15	1.50
1,000	sq. yds.	Portland Cement Concrete Pavement	1.65	1,650.00
100	lin. ft.	3/4" Expansion Joints	.15	15.00
700	lin. ft.	Contraction Joints	.03	21.00
100	only	Dowels	.15	15.00
400	lbs.	Tie Bars and Reinforcement	.05	20.00
70	tons	Asphaltic Concrete	8.00	560.00
		Subtotal		$ 2,975.70
		10% Engr. & Cont.		297.57
		Total		$ 3,273.27

Length .038 mile
Cost per mile $ 86,138.68

22' Pavement (Sta. 793+00 to 797+35)

All Required		Clearing and Grubbing	$ - -	$ 160.00
15	cu. yds.	Trench Excavation	1.00	15.00
1,100	cu. yds.	Excavation, Single Classif.	.35	385.00

.09	mile	Finishing Roadbed and Slopes	$ 500.00	$ 45.00
24	lin. ft.	12" Concrete Pipe	1.30	31.20
30	lin. ft.	Salvaging Culvert Pipe	.60	18.00
930	cu. yds.	3" - 0" Gravel in Base	1.20	1,116.00
460	cu. yds.	3/4" - 0" Materials in Shoulders and Surfacing	1.60	736.00
30	cu. yds.	3/4" - 0" Materials in Cushion Course	1.60	48.00
200	cu. yds.	Filler	.40	80.00
200	yd. mi.	Hauling Filler	.15	30.00
1,210	sq. yds.	Portland Cement Concrete Pavement	1.65	1,996.50
110	lin. ft.	3/4" Expansion Joints	.15	16.50
680	lin. ft.	Contraction Joints	.03	20.40
110	only	Dowels	.15	16.50
450	lbs.	Tie Bars and Reinforcement	.05	22.50
30	tons	Asphaltic Concrete	8.00	240.00
		Subtotal		$ 4,976.60
		10% Engr. & Cont.		497.66
		Total		$ 5,474.26

Length .093 mile

Cost per mile $ 58,862.90

WORK OUTSIDE CITY

22' Pavement (Sta. 797+95 to 810+95.9)

All Required		Clearing and Grubbing	$ - -	$ 430.00
80	cu. yds.	Trench Excavation	1.00	80.00
1,800	cu. yds.	Excavation, Single Classif.	.35	630.00
2,800	yd. mi.	Truck Haul	.12	336.00
0.24	mile	Finishing Roadbed and Slopes	500.00	120.00
1,800	sq. yds.	Removal of Old Pavement	.30	540.00
152	lin. ft.	12" Concrete Pipe	1.30	197.60
180	lin. ft.	18" Concrete Pipe	2.00	360.00
1	only	Concrete Catch Basin	25.00	25.00
2,370	cu. yds.	3" - 0" Gravel in Base	1.20	2,844.00
1,190	cu. yds.	3/4" - 0" Materials in Shoulders and Surfacing	1.60	1,904.00
90	cu. yds.	3/4" - 0" Materials in Cushion Course	1.60	144.00
520	cu. yds.	Filler	.40	208.00
520	yd. mi.	Hauling Filler	.15	78.00
3,090	sq. yds.	Portland Cement Concrete Pavement	1.65	5,098.50
290	lin. ft.	3/4" Expansion Joints	.15	43.50
1,720	lin. ft.	Contraction Joints	.03	51.60
290	only	Dowels	.15	43.50

1,158	lbs.	Tie Bars and Reinforcement	$ .05	$ 57.90
50	tons	Asphaltic Concrete	8.00	400.00
			Subtotal	$ 13,591.20
			10% Engr. & Cont.	1,359.12
			Total	$ 14,950.32

Length 0.239 mile
Cost per mile $ 62,553.64

SUMMARY OF FUNDS REQUESTED

Item	Total Cost	Federal Aid Funds	State Funds
Work Inside City			
60' Pavement	$ 58,348.51	$ 35,594.00	$ 22,754.51
44' Pavement	3,273.27	1,997.00	1,276.27
22' Pavement	5,474.25	3,339.00	2,135.25
Work Outside City			
22' Pavement	14,950.32	9,120.00	5,830.32
	$ 82,046.35	$ 50,050.00	$ 31,996.35

COTTAGE GROVE SECTION

PROJECT NO. FA 189-D (1)

While negotiations for right of way are in progress, two parcels have not been acquired nor has the right to occupy and use these parcels been secured, but it is now believed that the right of way can be made fully available within 30 days.

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

March 27, 1940

CONTRACT # [redacted] 2307

23-2009 Drilling well 30 miles N. of
McDermitt on I.O.N. Hwy. 1940

#2307

C

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2307

September 25, 1940

HAIGH BROS. & HUGHES
Box 567
Gooding, Idaho

Dear Sir:

At the meeting of the State Highway Commission held on August 22, 1940, the following action was taken on your request for extension of time:

"Haigh Bros. & Hughes, Contract No. 2307, for the drilling of a well on state property adjacent to the I.O.N. Highway, in Malheur County, requested an extension of time from June 4 to June 28, 1940, within which to complete this project. They attributed their failure to complete the project within the specified time limit to the fact that no water was found at a depth of 200 feet, as was anticipated, and it was necessary for them to drill to a greater depth, which required additional time. The Engineer advised that the reason given by the contractor for failure to complete the contract within the specified time limit is correct, and that an adequate supply of water was not obtained until the well had been drilled beyond the 200-foot depth specified in the contract. He recommended, in viewthereof, that the extension of time requested be granted without penalty. The Commission approved the recommendation."

Very truly yours,

STATE HIGHWAY COMMISSION
By

NOTED
D. G. DeSart

Secretary

MBL

cc - W. G. Williams

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23-2009
2307

August 21, 1940

UNITED STATES FIDELITY & GUARANTY COMPANY
M. K. Sprott, Local Agent
Bedell Building
Portland, Oregon

Gentlemen:

You are hereby notified that State Highway Contract No. 2307, for the drilling and casing of a well on the I.O.N. Highway approximately 30 miles north of McDermitt, Nevada, in Malheur County, Oregon, has been completed by the contractors, Haigh Bros. & Hughes, and that final settlement will be made by the state with said contractors for work done under said contract or or after August 31, 1940.

The state is not advised of any unpaid claims for labor or materials or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the state assumes no responsibility for any such claims should there be any.

This notice is served upon you as you appear as surety on the bond furnished by the above contractors. Kindly acknowledge receipt of this letter.

For your information we wish to advise that the total amount paid the contractors in connection with this contract will be $1,157.72, including final payment, and that no force account work was performed therein.

Very truly yours,

STATE HIGHWAY COMMISSION
By

Secretary

NOTED
D. G. DeSart

DGD:MEL

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STATE HIGHWAY COMMISSION

UNITED STATES FIDELITY AND GUARANTY COMPANY
PORTLAND OFFICE
1112 BEDELL BUILDING, PORTLAND, OREGON
TELEPHONE: ATWATER 8511

MORRISON K. SPROTT
Manager

JOSEPH A. BOYCE
Superintendent of Claims

22-2009
2307

August 6, 1940

Mr. H. B. Glaisyer, Secretary
Oregon State Highway Commission
Salem, Oregon

Dear Mr. Glaisyer:

We refer to your letter of July 31, wherein you advised that the State Highway Commission is now ready to make semi-final payment in the amount of $1,122.99, to Haigh Brothers & Hughes in connection with State Highway Contract No. 2307 which is for drilling and casing a well on the I.O.N. Highway, in Malheur County.

Inasmuch as this work is progressing to your entire satisfaction, and you have not been advised of any unpaid claims for labor, materials, etc., we see no reason why this semi-final payment should not be made and ask that you please accept this letter as our authority for you to do so.

In closing, we would like to advise that if you so desire, it will be entirely in order with this Company, as surety, for you to release the warrant in question before August 1st.

Very truly yours,

Raymond C. Weir
Supt. Surety Dept.

8/8/40

RCW/k

NOTED
D. G. DeSart

NOTED
H. B. GLAISYER

RECEIVED
AUG 7 1940
FOR FILING

23-2009
2307

July 31, 1940

United States Fidelity & Guaranty Co.
H. K. Sprott, Agent
Bedell Building
Portland, Oregon

Gentlemen:

This is to advise you that the State Highway Commission is now ready to make semi-final payment, in the amount of $1,122.99, to Haigh Brothers & Hughes in connection with state highway contract No. 2307 which is for drilling and casing a well on the I.O.N. Highway, in Malheur County. This payment will be made on or after August 10, 1940.

If you have any objections to the making of this payment please let us know before that time; also please advise if you approve the release of the warrant before August 10. We have no record of any outstanding claims against this job.

Very truly yours,

HBG:AM

Secretary

REFERRED TO
DeSart
BY SECRETARY

NOTED
D. G. DeSart

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2307

OREGON STATE HIGHWAY COMMISSION
INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
August 2, 1940

Subject: Well at I.O.N. Maintenance Station

To:
Mr. H. B. Glaisyer
Secretary
Office

Dear Sir:

For your information, Haigh Brothers and Hughes completed work on Contract No. 2307, drilling well for the I.O.N. Maintenance Building in Malheur County, on June 28, 1940. Please secure authority from the Commission to pay the final estimate on this job.

The specified date for completion was June 4. We are arranging with the contractor to present his formal request for time extension. As soon as this is received, we will forward it to you to bring before the Commission.

Yours very truly,

G. S. Paxson
Bridge Engineer

By WAReeves

W. A. Reeves
Bridge Office Engineer

CAG:TH
cc: Mr. Gardner

REFERRED TO [illegible]
BY SECRETARY

APPROVED BY HIGHWAY COMMISSION
DATE August 22, 1940
HBGlaisyer
Secretary

Form E-1-3M-9-39

Report No.6

OREGON STATE HIGHWAY COMMISSION
FIELD ENGINEER'S WEEKLY REPORT
FOR CONSTRUCTION PROJECTS ONLY

For Week Ending June 29, 1940

Section Approx. 30 miles north of McDermitt
Kind of work Drilling Well for Maint. Station
Highway I.O.N. Secondary
Section prefix 23-2009
Contractor Haigh Bros. & Hughes
Contract number 2307, Bridge No. 2717
Date of contract May 2, 1940
Date of completion June 4, 1940
Date work started May 20, 1940
Estimated date of completion June 28, 1940
Amount of contract $ 1205.25
Per cent of time elapsed 100 %
Estimated cost of completed project, exclusive of engineering $ 1157.72
Per cent of contract completed, based on total contract price 100 %
Engineering cost to date, $ 70, 6 %
Date project was completed June 28, 1940

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

On Monday, we started testing the well for capacity, and after running 1½ hour's the pump plunger broke. We were unable to get a test. Haigh Bros. took the parts to McDermitt to get them welded. They started the test again Tuesday morning, and the plunger broke again. We had the parts welded once more, and continued with the test. We ran two hours, at a rate of 18 gallond per minute, and had a 9 foot draw down. Wednesday, Haigh Bros. removed the pump cylinder. On Thursday, the contractor perforated the bottom 15 feet of casing, and cemented around the top of the well. The seal was cemented down approx. 13 feet to keep out the ground water

On Friday they prepared to move out.

NOTED
RAY WEBB

Signed M A Teale
Address Jordan Valley

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project	Well Drilling				
Miles partially completed					
Miles completed	283'				
Total estimated quantities					
Estimated quantities moved or placed to date					
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day	1				
Hours per shift	8				
Average force on project for week	2				

Percentages of men employed on contract to be secured from:

.... County, ...%; .... County, ...%; .... County, ...%; .... County, ...%

	NUMBER USED AND SECURED FROM					CONTRACTOR'S KEY MEN, ETC.	TOTAL
	COUNTY	COUNTY	COUNTY	COUNTY	OTHER SOURCES		
Men							
Men and teams							
Men and trucks under 3 tons							
Men and trucks over 3 tons							
Men and tractors							

Equipment used during week: Shovels ...., Power graders ...., Rollers ...., Mixers ...., Crushing or screening plants ....,

Compressors ...., Bulldozers ...., Sheet-foot rollers ...., . . One well drill. . . . ., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday	Fair		
Monday	Fair		
Tuesday	Electric Storm		
Wednesday	Fair		
Thursday	Fair		
Friday	Fair		
Saturday	Fair		

STATE PRINTING DEPT.

23-2009
2307

May 27, 1940

Haigh Bros. and Hughes
P. O. Box 567
Gooding, Idaho

Gentlemen:

We are forwarding to you today, by express, a fully executed copy of Contract No. 2307 which was awarded to you on May [illegible], 1940, for drilling a well on the I.O.N. Highway, in Malheur County. This is for your records and files.

Very truly yours,

STATE HIGHWAY COMMISSION

By

JH:AM

Secretary

RECEIVED
MAY 1 [illegible]

23-2009
2307

May 16, 1940

United States Fidelity & Guaranty Company
c/o M. K. Sprott, Local Agent
Bedell Building
Portland, Oregon

Gentlemen:

We are returning to you by express the four copies of the Haigh Bros. & Hughes contract for the drilling and casing of a well on the I.O.N. Highway, in Malheur County.

You are advised that Mr. Delos R. McAllister does not have a power of attorney-in-fact on file in the office of the State Insurance Commissioner, for the United States Fidelity & Guaranty Company, and we are unable to have the bond furnished in connection with this contract approved.

Will you please have all four copies of the bond signed by an attorney-in-fact for the surety company, who has such power on file with the Insurance Commissioner, and return them to this office.

Very truly yours,

STATE HIGHWAY COMMISSION
By

Secretary

JM:MBL

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MAY 18 19

E. B. HUGHES

PLUMBING, HEATING

SHEET METAL WORKS

GOODING, IDAHO

May 15, 1940

23-[illegible]
[illegible]

Oregon State Highway Commission
Salem, Oregon

Attention: Mr. H. B. Glaisyer

Dear Sir:

I have your letter of May 13th in regard to contract of drilling and casing well.

The drill and outfit is now being moved on the job and I have taken the matter of complying with the law in regard to compensation for employees up with that office. I have the reply that if we do not employ any help on this job we do not have to make application, but if we employ one or more men we will immediately make application for insurance. We want to comply with all laws.

This job being only a small job, the contractors (or two of them) will do this job themselves.

Yours truly,

HAIGH BROS. & HUGHES

BY: E. B. Hughes

EBH/h

33-2009

RECEIVED
MAY 16

UNITED STATES FIDELITY AND GUARANTY COMPANY
PORTLAND OFFICE
1112 BEDELL BUILDING, PORTLAND, OREGON
TELEPHONE: ATWATER 8511

MORRISON K. SPROTT
Manager

JOSEPH A. BOYCE
Superintendent of Claims

May 15, 1940

Oregon State Highway Commission
Salem, Oregon

Re: Hughes-Haigh, et al - Well Drilling Contract for I.O.N. Maintenance Station in Malheur Co.

Gentlemen:

Please be advised that under separate cover we are forwarding to you in quadruplicate a well - drilling contract for Hughes-Haigh, et al, in favor of the State of Oregon for the I.O.N. Maintenance Station in Malheur County.

Yours very truly,

Raymond C. [illegible]
Surety Superintendent

RCW:MN

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MAY [illegible]
FOR FILING

23-2009
2307

May 3, 1940

Haigh Brothers & Hughes
Box 567
Gooding, Idaho

Gentlemen:

The State Highway Commission on May 2, 1940, awarded you the contract for drilling and casing a well on state highway property approximately 30 miles north of McDermitt on the I.O.N. Highway, in Malheur County. This award was based on your low bid of $1,205.25 submitted on that date.

We are forwarding to you today, by express, four copies of this contract.

Will you kindly execute all four copies of the contract as to agreement and bond and return them to this office for approval by the Highway Commission. When this is done a fully executed copy will be returned to you for your records and files. We will also send an executed copy to the surety on your bond.

Your special attention is called to the provision under Section 7 of the General Provisions, page 13, relating to the Workmen's Compensation Act. You are expected to accept the terms of this Act and to carry on your work under this contract in strict conformance thereto.

Very truly yours,

AM

Secretary

cc - Mr. G. H. Probert
Mr. G. S. Paxson

CLASS OF SERVICE DESIRED			
DOMESTIC		CABLE	
TELEGRAM	☒	ORDINARY	
DAY LETTER		URGENT RATE	
SERIAL		DEFERRED	
NIGHT LETTER		NIGHT LETTER	
SPECIAL SERVICE		SHIP RADIOGRAM	

Patrons should check class of service desired, otherwise the message will be transmitted as a telegram or ordinary cablegram.

COPY OF
WESTERN UNION TELEGRAM

SALEM OREGON MAY 4 1940

HAIGH BROTHERS & HUGHES

[illegible], IDAHO

STATE HIGHWAY COMMISSION AWARDED YOU MAY 2 CONTRACT FOR DRILLING AND CASING WELL ON I.O.N. HIGHWAY IN MALHEUR COUNTY BASED ON YOUR LOW BID SUBMITTED THAT DATE. CONTRACT FORMS BEING FORWARDED TODAY.

H. B. GLAISYER
SECRETARY STATE HIGHWAY COMMISSION

File

Very truly yours,

Secretary

AM

cc - Mr. S. H. Probert
Mr. G. S. Paxson

RECEIVED
MAY [illegible]
FOR FILING

23-2009
2307

May 3, 1940

Haigh Bros. & Hughes

Gooding, Idaho

Gentlemen:

The State Highway Commission on May 2, 1940, awarded you the contract for drilling and casing a well on state highway property approximately 30 miles north of McDermitt on the I.O.N. Highway, in Malheur County. This award was based on your low bid of $1,205.25 submitted on that date.

Contract forms will be sent to you for execution within the next few days.

Very truly yours,

AM

Secretary

cc - Mr. S. H. Probert
Mr. G. S. Paxson

CONTRACT# [redacted] 2308

170-C-2 Pendleton-Adams Sec., Oregon- 1940
Washington Hwy.
#2308

RECEIVED
JUN 23 1942
FOR FILING

170-C-2

June 22, 1942

Mr. Edwin G. Gerber
General Contractor
Box 705
Pendleton, Oregon

Dear Sir:

In answer to your letter of June 9, concerning the final on the Pendleton-Adams job, there were no inspectors or engineers used on this job other than those customarily used or needed for work of this character. The time of the employes was for necessary and actual work performed and the deduction for this expense was made under the provisions of the contract.

Likewise, under the terms of your contract, the State is under no obligation to pay you for any of the 1/4" - 0" material unless it so elects and unless it is moved into stock piles, when $0.25 per cubic yard is allowed for the cost of handling and piling. You elected to waste this material in an inaccessible place even after being advised where to stock-pile the material and under what conditions payment would be made. Under the circumstances, no payment will be made for any of the stock-pile material not already allowed under the estimate.

Very truly yours,

R. H. Baldock
Chief Engineer

RHB:HI
cc Mr. H. G. Smith

EDWIN C. GERBER
GENERAL CONTRACTOR
Route 2
OREGON CITY, OREGON
Phone Redland 164

Field Office

June 9, 1942

Box 705
Pendleton, Oregon

Oregon State Highway Commission
Salem, Oregon

Dear Sirs:

This is in answer to your letter of inquiry dated June 4, 1942, concerning the final estimate voucher covering the Pendleton Adams job.

At the wind up of this job when there was not anything for them to do, Mr. Chandler brought in Inspectors and Engineers from other jobs and charged them to me. I will not accept this estimate as final with this Engineering charged to me.

I crushed 1500 cu. yds. of ¼-0 and 1500 cu. yds. of ¼-1/8. I am entitled to $0.25 per cu. yd. for at least 2500 cu. yds. of this material. At an earlier date you asked why this material was dumped in the pit. For you information I wish to advise you that the quarters were so crowded on the State property that this was the only possible place it could be put at the time.

Very truly yours,
Edwin C. Gerber
Edwin C. Gerber

ECG/eg

REFERRED TO H Garnett
By Chief Engineer
See this
F6

RECEIVED
JUN 10 1942

RECEIVED
APR 29 1942
FOR FILING

170-C-2

April 29, 1942

Glens Falls Indemnity Company
Rogers Insurance Agency
Title & Trust Building
Portland, Oregon

Gentlemen:

This is to advise you that the Cramer Machinery Company has notified this office that its claim against E. C. Gerber in connection with state highway contract No. 2308, Pendleton-Adams Section of the Oregon-Washington Highway, in Umatilla County, has been paid in full.

The claim was originally filed by both the Cramer Machinery Company and the Buffalo-Springfield Roller Company, although it was the intention of the Cramer Machinery Company that it be filed in the name of the Buffalo-Springfield Roller Company with itself as agent. We have previously received a release of claim from the Buffalo-Springfield Company so the record of this claim is now complete.

This information is given you inasmuch as you appear surety on the bond furnished by Mr. Gerber.

Very truly yours,
STATE HIGHWAY COMMISSION

By

Secretary

AM

cc - Edwin C. Gerber
Route 2
Oregon City, Oregon

NOTED
D. G. DeSart

April 29, 1942

Cramer Machinery Company
414 Lewis Building
Portland, Oregon

Attention: C. P. Cramer

Gentlemen:

This acknowledges receipt of your letter of April 28, 1942, advising that your claim against A. C. Gerber in connection with state highway contract No. 2308, Pendleton-Adams Section of the Oregon-Washington Highway, in Umatilla County, has been paid in full. We wish to thank you for this information.

We are making note of this in our records, and are today notifying the surety on the bond furnished by Mr. Gerber that the claim has been paid in full and that you are releasing it.

We note that you intended that your claim be filed in the name of the Buffalo-Springfield Roller Company with yourselves as agent. We have previously received a release of claim from the Buffalo-Springfield Roller Company so the records of this claim are now complete.

Very truly yours,

Secretary

DD;AM

NOTED
D. G. DeSart

CHAS. P. CRAMER

CRAMER MACHINERY COMPANY
CONSTRUCTION EQUIPMENT

TELEPHONE BEACON 2901
414 LEWIS BUILDING
CORNER S. W. 4TH AVE. AND OAK ST.
PORTLAND, OREGON

Madsen Iron Works
Paving Plants, Finishing Machines
Buffalo-Springfield Roller Co.
Road Rollers
Aeroil Burner Co.
Asphalt Kettles, Kerosene Burners
Flexible Road Joint Machine Co.
Finishing Machines, Concrete Paving Tools
Marlow Pumps
Self-Priming Pumps
C. P. Concrete Equipment Co.
Form Clamps
Diester Machine Co.
Vibrating Screens
Straub Manufacturing Co.
Kue-Ken Rock Crushers

Heltzel Steel Form & Iron Co.
Road Forms, Concrete Buckets
C. S. Johnson Co.
Weigh Batchers and Bins
The Hayward Co.
Clam Shell, Dragline, Orange Peel Buckets
Mall Tool Co.
Concrete Vibrators, Electric Saws and Drills
Garco Manufacturing Co.
Portable Generator Sets
O. K. Clutch & Machinery Co.
Hoists, Compressors
Paris Manufacturing Co.
Horizontal Drills
New Haven Vibrator Co.
Industrial Vibrators

April 28, 1942

Oregon State Highway Commission
Salem, Oregon

Gentlemen:

Referring to our letter of August 4, 1941, and Claim for rental due from E. C. Gerber on one 10-ton Buffalo-Springfield road roller, serial #18502, which was used on contract #2308, Pendleton-Adams Section Oregon-Washington Highway, Umatilla County, this claim has been paid in full by E. C. Gerber and we desire you to release it.

We intended this to be filed in the name of the Buffalo-Springfield Roller Company, Springfield, Ohio, and ourselves as agent, and you probably need this release in addition to the one that has been signed by the factory.

Very truly yours,

CRAMER MACHINERY COMPANY

By

CPC:br

REFERRED TO De Sart BY SECRETARY

prepare usual letters

RECEIVED APR 30 1942

ASSOCIATE MEMBER

FORM [illegible]

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN
PORTLAND
HURON W. CLOUGH, MEMBER
CANYONVILLE
HERMAN OLIVER, MEMBER
JOHN DAY

OREGON
STATE HIGHWAY COMMISSION

R. H. BALDOCK, CHIEF ENGINEER
C. B. McCULLOUGH, ASS'T CHIEF ENGINEER
J. M. DEVERS, CHIEF COUNSEL
H. B. GLAISYER, SECRETARY

SALEM

RECEIVED
MAY 4 1942
FOR FILING

170-C-2

April 25, 1942

IN REPLY PLEASE
REFER TO FILE NO.

Raley, Kilkenny & Raley,
Attorneys at Law,
101 Southeast Byers Avenue,
Pendleton, Oregon.

Your file 525
Re: Edwin C. Gerber,
Contract No. 2308

Gentlemen:

In reply to your inquiry of April twentieth concerning the State's contract with Gerber and the claims filed against the contractor wish to say that I am advised by the Auditing Department that the State Highway Commission has received releases for all claims which have been filed with the Commission, except the claim of the Cramer Machinery Company in the sum of $1800.00 which is for rents, and the claim of the Trojan Power Company in the sum of $2,386.12.

If you need further information which I can get for you please let me know.

Yours very truly,

J. M. DEVERS

JMD:PW

cc H. B. Glaisyer

DeSart
BY SECRETARY

NOTED
D. G. DeSart

RECEIVED
APR 9 1942
FOR FILING

17[illegible]-0-2

April 8, 1942

Glens Falls Indemnity Company
Rogers Insurance Agency
Title and Trust Building
Portland, Oregon

Gentlemen:

We have been notified today by the Trojan Powder Company that its claim, in the amount of $2,386.12, against Edwin C. Gerber for material furnished in connection with his contract No. 2308 for surfacing the Pendleton-Adams Section of the Oregon-Washington Highway, has been paid in full.

Very truly yours,
STATE HIGHWAY COMMISSION

By

Secretary

DD/mm

cc - Edwin C. Gerber
Route 2
Oregon City, Oregon

NOTED
D. DeSart

April 8, 1942

Trojan Powder Company
620 Market Street
San Francisco, California

Gentlemen:

Thank you for your letter of April 4 advising that your claim, in the amount of $2,386.12, against E. C. Gerber for material furnished on his contract No. 2308, for surfacing the Pendleton-Adams Section of the Oregon-Washington Highway, has been paid in full.

We are bringing this notice to the attention of Mr. Gerber's surety.

Very truly yours,
STATE HIGHWAY COMMISSION

By

Secretary

DD/mm

NOTED
D. DeSart

TROJAN POWDER COMPANY

NEW YORK, NEW YORK
CHICAGO, ILLINOIS

620 MARKET STREET
SAN FRANCISCO, CALIF.

ALLENTOWN, PA.
PORTLAND, OREGON

April 4, 1942

Oregon State Highway Commission
Salem, Oregon

Gentlemen:

We are enclosing herewith duly executed release form in the matter of E. C. Gerber's highway contract.

Yours very truly,

TROJAN POWDER COMPANY

Howard Bronstein
KMD
Howard Bronstein
Assistant to the General Manager

HdB:KMD:jp

REFERRED TO [illegible]
BY [illegible]

BEFORE THE OREGON STATE HIGHWAY COMMISSION

In the Matter of the Claim of)
Trojan Powder Company,)
Plaintiff,)
against)
Edwin C. Gerber,)
Defendant.)

RELEASE OF CLAIM

Contract No. 2308

TO THE OREGON STATE HIGHWAY COMMISSION SALEM, OREGON

You and each of you are hereby notified that the claim of the undersigned, Trojan Powder Co., heretofore filed against the above contract and against the Glenfalls Indeminity Company, the surety of the above contract has now been paid in full, two thousand three hundred eighty six dollars and twelve cents ($2,386.12).

You are further notified that the undersigned, Trojan Powder Co., has released and by these presence does release the said claim heretofore filed by said company by Edwin C. Gerber, Glenfalls Indeminity Company under contract 2308.

DATED this 23rd day of March 1942.

TROJAN POWDER COMPANY

By John Bronstein

John Bronstein, Treasurer

SEAL

RECEIVED
MAR 18 1942
FOR FILING

170-C-2

March 17, 1942

Buffalo Springfield Roller Company
Springfield, Ohio

Attention: C. J. Foster, Vice President

Gentlemen:

This acknowledges receipt of "Release of Claim" to the effect that your claim, in the amount of $1500, against Edwin C. Gerber in connection with state highway contract No. 2308, Pendleton-Adams Section of the Oregon-Washington Highway, in Umatilla County, has been paid in full.

We are today making note of this on our records and are forwarding the information to the surety on the bond furnished by Mr. Gerber in connection with this contract.

Very truly yours,
STATE HIGHWAY COMMISSION

By

Secretary

AM

cc - Cramer Machinery Co.
414 Lewis Building
Portland, Oregon

NOTED
D. DeSart

Noted on card
AM

March 17, 1942

Glens Falls Indemnity Company
Rogers Insurance Agency
Title & Trust Building
Portland, Oregon

Gentlemen:

The State Highway Commission has received a "Release of Claim" dated March 14, 1942, from the Buffalo Springfield Roller Company to the effect that its claim, in the amount of $1500.00, against Edwin C. Gerber's contract, No. 2306, Pendleton-Adams Section of the Oregon-Washington Highway, in Umatilla County, has been paid in full.

This information is given you inasmuch as you appear surety on the bond furnished by Mr. Gerber in connection with this contract.

Very truly yours,
STATE HIGHWAY COMMISSION

By

Secretary

AM

cc - Edwin C. Gerber
Route 2
Oregon City, Oregon

BEFORE THE OREGON STATE HIGHWAY COMMISSION

In the Matter of the Claim of
Buffalo Springfield Roller Company,
Plaintiff,

against

Edwin C. Gerber,
Defendant.

RELEASE OF CLAIM

Contract No. 2308

TO THE OREGON STATE HIGHWAY COMMISSION SALEM, OREGON

You and each of you are hereby notified that the claim of the undersigned, Buffalo Springfield Roller Company, heretofore filed against the above contract and against the Glenfalls Indeminity Company, the surety of the above contract, has now been paid in full.

You are further notified that the undersigned, Buffalo Springfield Roller Company, has released and by these presents does release the said claim heretofore filed by said company against Edwin C. Gerber, Glenfalls Indeminity Company under contract 2308.

DATED this 14th day of March 1942.

Buffalo Springfield Roller Company
By C. J. Foster Vice Pres.

SEAL

[illegible]

RECEIVED
MAR 18 1942
FOR FILING

170-12-5

March 14, 1942

Balzer Machinery Company
2136 S. E. Eighth Avenue
Portland, Oregon

Attention: R. L. Balzer, Manager

Gentlemen:

This acknowledges receipt of your letter of March 13, with a "Release of Claim" inclosed, stating that your claim, in the amount of $2,795.10, against Edwin C. Garber in connection with state highway contract No. 2308, has been paid in full.

We are today notifying the surety and the contractor that the claim has been paid.

Very truly yours,
STATE HIGHWAY COMMISSION

By

Secretary

AM

Noted on card
AM

NOTED
D [illegible]Sart

March 14, 1942

Glens Falls Indemnity Company
Rogers Insurance Agency
Title and Trust Building
Portland, Oregon

Gentlemen:

The State Highway Commission has today received a "Release of Claim" from Balzer Machinery Company stating that its claim, in the amount of $2,795.10, against Edwin C. Gerber in connection with state highway contract No. 2308, has been paid in full.

This information is given you inasmuch as you appear surety on the bond furnished by Mr. Gerber in connection with this contract.

Very truly yours,
STATE HIGHWAY COMMISSION

By

Secretary

AM

cc - Edwin C. Gerber
Route 2
Oregon City, Oregon

ZER, MANAGER
ICE -- EAST 2143
RESIDENCE -- GARFIELD 4415

OHIO LOCOMOTIVE CRANE CO.
LOCOMOTIVE CRANES

NORTHWEST ENGINEERING CO.
POWER SHOVELS

CHICAGO PNEUMATIC TOOL CO.
AIR COMPRESSORS

PACIFIC WIRE ROPE CO.
WIRE ROPE

BALZER MACHINERY COMPANY
CONTRACTORS AND LOGGERS EQUIPMENT
2136 S. E. EIGHTH AVENUE
CORNER EAST EIGHTH AVENUE AND GRANT STREET
PORTLAND, OREGON

WE RENT NEW AND USED
MACHINERY WITH
PRIVILEGE OF PURCHASE

TRAYLOR ENG. & MFG. CO.
GYRATORY CRUSHERS

MURPHY DIESEL CO., LTD.
DIESEL ENGINES

J. S. MUNDY HOISTING ENGINE CO.
HOISTING EQUIPMENT

VULCAN IRON WORKS
PILE DRIVING MACHINERY

March 13, 1942.

Oregon State Highway Commission,
Salem, Oregon.

Subject - Edwin C. Gerber,
Contract No. 2308.

Gentlemen:

We are enclosing herewith release of our claim in the amount of $2795.10 filed with Earl Snell, Secretary of State, under date of August 9, 1941, against Edwin C. Gerber and Glenfalls Indeminity Co. under Contract No. 2308.

Very respectfully,
BALZER MACHINERY COMPANY,
Per R L Balzer
Manager.

RLB:BE
Encl.

cc: Raley, Kilkenny & Raley,
101 S.E. Byers Ave.,
Pendleton, Ore.

BEFORE THE OREGON STATE HIGHWAY COMMISSION

In the Matter of the Claim of
Balzer Machinery Company,
Plaintiff,
against
Edwin C. Gerber,
Defendant.

RELEASE OF CLAIM

Contract No. 2308

TO THE OREGON STATE HIGHWAY COMMISSION SALEM, OREGON

You and each of you are hereby notified tht the claim of the undersigned, Balzer Machinery Company, heretofore filed against the above contract and against the Glenfalls Indeminity Company, the surety of the above contract, has now been paid in full.

You are further notified that the undersigned, Balzer Machinery Company, has release and by these presents does release the said claim heretofore filed by said company against Edwin C. Gerber, Glenfalls Indeminity Company, under contract 2308.

DATED this 15th day of March 1942.

Balzer Machinery Company
By R C Balzer
Mgr.

SEAL

RECEIVED
MAR 18 1942
FOR FILING

170-C-2

March 13, 1942

General Petroleum Corporation
of California
Woodlark Building
613 S. W. Alder Street
Portland, Oregon

Attention: J. C. Haye, Division Credit Manager

Gentlemen:

This acknowledges receipt of your letter of March 12, 1942, advising that your claim, in the amount of $17,340.06, against Edwin C. Gerber, in connection with state highway contract No. 2308, has been paid in full.

We wish to thank you for this information. We are today notifying the bonding company and the contractor that the claim has been paid in full.

Very truly yours,
STATE HIGHWAY COMMISSION

By

Secretary

HBG:AM

NOTED
D. DeSart

Noted on card
a.m.

March 13, 1942

Glens Falls Indemnity Company
Rogers Insurance Agency
Title & Trust Building
Portland, Oregon

Gentlemen:

The State Highway Commission has today received a "Release of Claim" from the General Petroleum Corporation of California to the effect that its claim, in the amount of $17,340.06, against Edwin C. Gerber in connection with state highway contract No. 2308, has been paid in full.

This information is given you inasmuch as you appear surety on the bond furnished by Mr. Gerber in connection with this contract.

Very truly yours,
STATE HIGHWAY COMMISSION

By

Secretary

AM

cc - Edwin C. Gerber
Route 2
Oregon City, Oregon

GENERAL PETROLEUM CORPORATION
OF CALIFORNIA
A SOCONY - VACUUM COMPANY
WOODLARK BUILDING
813 S. W. ALDER STREET
PORTLAND, OREGON

March 12, 1942

Oregon State Highway Commission
Salem,
Oregon

Attention: Mr. Desart

re: E. C. Gerber
Contract #2308

Gentlemen:

On July 30th, 1941, we filed a claim with you of $17,340.06 against the bond on the above contract.

As the amount of our claim has been paid in full we attach the necessary release.

Yours very truly,

DIVISION CREDIT MANAGER

cm:JCNaye
ENC:
c.c. Raley, Kilkenny & Raley
Pendleton, Oregon
(copy of release enclosed)

BEFORE THE OREGON STATE HIGHWAY COMMISSION

In the Matter of the Claim of)
General Petroleum Corporation,)
Plaintiff,)
against)
Edwin C. Gerber,)
Defendant.)

RELEASE OF CLAIM

Contract No. 2308

TO THE OREGON STATE HIGHWAY COMMISSION SALEM, OREGON

You and each of you are hereby notified that the claim of the undersigned, General Petroleum Corporation, heretofore filed against the above contract and against the Glenfalls Indeminity Company, the surety of the above contract, has now been paid in full.

You are further notified that the undersigned, General Petroleum Corporation, has release and by these presents does release the said claim heretofore filed by said company against Edwin C. Gerber, Glenfalls Indeminity Company, under contract 2308.

DATED this 12th day of March 1942.

General Petroleum Corporation
By J. C. Nay
DIVISION CREDIT MANAGER

SEAL

R

RECEIVED
NOV 14 1941
FOR FILING

170-C-2

November 14, 1941

Glens Falls Indemnity Company
T. A. Morrey, Agent
Pendleton Motor Park
1010 S. W. Court Street
Pendleton, Oregon

Gentlemen:

In accordance with your letter of November 8, this will advise that Edwin C. Gerber's contract No. 2308 for work on the Pendleton-Adams Section of the Oregon-Washington Highway, was completed November 20, 1940, and accepted by the Highway Commission February 14, 1941.

A claim, in the amount of $17,340.06, was filed with this office by the General Petroleum Corporation of California on July 31, 1941. We also have a letter from the office of the Secretary of State, dated July 26, 1941, transmitting copies of this claim which had been filed in their office.

We transmitted a copy of this claim, filed through the Secretary of State's office, to you through the Rogers Insurance Agency with our letter, dated July 31, 1941.

Very truly yours,
STATE HIGHWAY COMMISSION

By

Secretary

DD/mm

NOTED
D. C. DeSart

R. H. GRIFFITH, VICE-PRESIDENT
R. LYNN COLOMB, ASST. MGR.
PACIFIC COAST DEPARTMENT
6TH FLOOR MILLS TOWER
SAN FRANCISCO, CAL.

Glens Falls
INDEMNITY COMPANY
of Glens Falls, New York

ERNEST E. CRESSWELL
SUPERINTENDENT OF CLAIMS

SAN FRANCISCO, CALIFORNIA

[illegible] 10 1941

Pendleton, Oregon
November 8, 1941

Oregon State Highway Commission,
Salem, Oregon.

RE: State Highway Contract No. 2308,
Pendleton-Adams Section of the
Oregon-Washington Highway in
Umatilla County.

Gentlemen:

As surety on bond of Edwin C. Gerber in connection with the above contract, we will appreciate your advices as to the date that this contract was accepted.

Please advise also whether or not the General Petroleum Corporation of California filed a claim with the Secretary of State and if so, the date that claim was filed and the amount of same.

Inasmuch as the writer is at the present time in Pendleton, Oregon, will appreciate your addressing your reply to me, care of "Pendleton Motor Park, 1010 S. W. Court Street, Pendleton, Oregon."

For your convenience stamped addressed envelope is enclosed.

Very truly yours,

TAM/H
Enc.1

GLENS FALLS INDEMNITY COMPANY

By T. A. [illegible]

REFERRED TO
[illegible]
BY SECRETARY

[illegible]
today

RECEIVED
OCT 18 1941
FOR FILING

170-C-2

October 17, 1941

Balser Machinery Company
2136 S. E. Eighth Avenue
Portland, Oregon

Gentlemen:

In accordance with your letter of October 16, this will advise that the following claims have been filed against Edwin C. Gerber, on his contract No. 2308, for surfacing the Pendleton-Adams Section of the Oregon-Washington Highway.

Cramer Machinery Company - rental - $1,800.00
Trojan Powder Company - supplies - $2,386.12
General Petroleum Company - supplies - $17,340.06
Buffalo-Springfield Roller Co. - $1,500.00
Balser Machinery Company - rental and supplies - $2,795.10

We have not received notice that any of these claims have been paid.

Very truly yours,
STATE HIGHWAY COMMISSION

By

Secretary

DD/mm

NOTED
D.C. DeSart

4415

BALZER MACHINERY COMPANY

CONTRACTORS AND LOGGERS EQUIPMENT
2136 S. E. EIGHTH AVENUE
CORNER EAST EIGHTH AVENUE AND GRANT STREET
PORTLAND, OREGON

OHIO LOCOMOTIVE CRANE CO.
LOCOMOTIVE CRANES

NORTHWEST ENGINEERING CO.
POWER SHOVELS

CHICAGO PNEUMATIC TOOL CO.
AIR COMPRESSORS

PACIFIC WIRE ROPE CO.
WIRE ROPE

LIPPMANN ENGINEERING WORKS
JAW CRUSHERS

WE RENT NEW AND USED MACHINERY WITH PRIVILEGE OF PURCHASE

TRAYLOR ENG. & MFG. CO.
GYRATORY CRUSHERS

MURPHY DIESEL CO., LTD.
DIESEL ENGINES

J. S. MUNDY HOISTING ENGINE CO.
HOISTING EQUIPMENT

VULCAN IRON WORKS
PILE DRIVING MACHINERY

SCREEN EQUIPMENT CO.
VIBRATING SCREENS

RECEIVED
OCT 17 1941
STATE HIGHWAY COMMISSION

October 16, 1941.

Oregon State Highway Commission,
Salem,
Oregon.

Gentlemen:

Will you kindly give us the following information ?

A list of all claimants and amounts filed for, that have been filed on the Edwin C. Gerber Contract No.2308, for surfacing the Pendleton-Adams Section of the Oregon-Washington Highway in Umatilla County.

Thanking you in advance, we remain -

Yours very truly,
BALZER MACHINERY COMPANY,
Per
Manager.

RLB:BE

RECEIVED
SEP 23 1941
FOR FILING

170-D-2
2308

R

September 18, 1941

Mr. W. H. Lynch
District Engineer
Public Roads Administration
P. O. Box 3900
Portland, Oregon

Dear Sir:

In accord with the request contained in your letter of September 10, 1941, we are enclosing herewith two copies of summary of completed Federal Aid work for the State Farm-Adams Section, Project No. FA 170-D (2).

Very truly yours,
R. H. BALDOCK
Chief Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/EB

Encl.

R.

RECEIVED
SEP 23 1941
FOR FILING

170-D-2
2308

September 18, 1941

Mr. W. H. Lynch
District Engineer
Public Roads Administration
P. O. Box 3900
Portland, Oregon

Dear Sir:

In accord with the request contained in your letter of September 10, 1941, we are enclosing herewith two copies of summary of completed Federal Aid work for the State Farm-Adams Section, Project No. FA 170-D (2).

Very truly yours,

R. H. BALDOCK
Chief Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/ER

Encl.

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION
DISTRICT ONE

MONTANA
OREGON
WASHINGTON

POST OFFICE BUILDING
PORTLAND, OREGON

September 10, 1941

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

In sending us the final voucher for Oregon Federal Aid Project 170-D (2), State Farm-Adams Section of the Oregon-Washington Highway, the "Summary of Completed Federal Aid Work" was omitted from the enclosures.

Will you please send us this supporting data so we may be in a position to forward the voucher.

In this connection, we refer you to the question of length brought up in our letter of June 25, 1941, for FAP 170-D (1).

Very truly yours,

W H Lynch

W. H. LYNCH
District Engineer

Sent Jno—

-2

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DEC 20 19

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION

RECEIVED
1940
STATE HIGHWAY COMMISSION

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

POST OFFICE BUILDING
PORTLAND, OREGON

Steno No. 8.

IN YOUR REPLY PLEASE
REFER TO FILE No.________

December 18, 1940

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

Final inspection of Oregon Federal Aid Project No. FAP 170-D (2), the State Farm - Adams Section of the Oregon-Washington Highway, was made by a representative of this office on December 9, 1940. Prompt submission of the final voucher will be appreciated.

Very truly yours,

W. H. LYNCH
District Engineer

By F. E. Andrews

F. E. Andrews
Sr. Highway Engineer

RECEIVED
SEP 25 1940
FOR FILING

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

FEDERAL WORKS AGENC
PUBLIC ROADS

RECEIVED
13 1940
STATE HIGHWAY COM

POST OFFICE BUILDING
PORTLAND, OREGON

Stencil No. 124

IN YOUR REPLY PLEASE
REFER TO FILE NO. Ore. FAP 170-D (2)
Pendleton-Adams Section
Oregon-Washington Hwy.

September 12, 1940

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

We are forwarding herewith, for your files, an executed copy of the ____________________ project agreement and certificate for the above numbered project.

Very truly yours,

W. H. LYNCH
District Engineer

By L. J. Caufield
L. J. Caufield
Sr. Highway Engineer

Encls.

Ion

WA4 pr-6951

Form P. R. 2

State Oregon

Federal Aid Project No. 170-D(2)

PROJECT AGREEMENT

MEMORANDUM OF AGREEMENT made this 16th day of Aug, 1940 by and between The Oregon State Highway Commission, constituting for the purpose hereof, the Highway Department of the State of Oregon hereinafter called the Highway Department, and the Federal Works Administrator, hereinafter called the Administrator, under and pursuant to the provisions of the act of Congress approved July 11, 1916 (39 Stat., 355), entitled "An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes," and of the act approved November 9, 1921 (42 Stat., 212), entitled "An Act to amend the Act entitled 'An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes,' approved July 11, 1916, as amended and supplemented, and for other purposes," and acts amendatory thereof or supplementary thereto:

Whereas the Highway Department of said State submitted on the 5th day of May, 1931, a project statement, which was approved on the 1st day of June, 1931, for the proposed construction of a project consisting of the road hereinafter described; and

Whereas the Highway Department, in accordance with the rules and regulations promulgated for the administration of the Federal Highway Act, has furnished surveys, plans, specifications, and estimates for Section D(2) of said project which were recommended for approval by the District Engineer of the Public Roads Administration on the 1st day of April 1940; and

Whereas the Administrator has certified to the Secretary of the Treasury his approval of said surveys, plans, specifications, and estimates, and the sum of eighteen thousand, three hundred seventy and 00/100 dollars ($18,370.00) as the share of the United States payable under said act on account of Section D(2) of said project, which does not exceed the authorized Federal pro rata share of the approved total estimated cost thereof:

Now, therefore, in consideration of the premises and of the several promises to be faithfully performed by each, as hereinafter set forth, the Highway Department and the Administrator do hereby mutually agree as follows:

16—11379

FUNDS AT THE DISPOSAL OF THE HIGHWAY DEPARTMENT

ARTICLE I. Funds for the use of the Highway Department in the construction of said project have been made available in the following manner, to wit:

(a) By the State from Chapter 175, laws 1917; Chap. 31, laws 1920; Chap. 529, laws 1939.
(Include date and citation of act of legislature by which authorized)

(b) From other sources
(State how placed under direct control of Highway Department)

ROAD EMBRACED IN PROJECT

ARTICLE II. This agreement covers the following highway as described in detail in said surveys, plans, and specifications:

Between survey station 398+25.0 in the NE 1/4 Section 24, T. 3 N., R. 33 E., W. M., the northerly end of Section C(2) of said project, and survey station 595+90.8 in the NE 1/4 Section 9, T. 3 N., R. 34 E., W. M.

, length 3.743 miles, in Umatilla County, being Section D(2) of Oregon Federal Aid project No. 170, consisting of 3.743 miles of roadway and no bridges, ~~each~~ of more than 20 feet clear span, ~~of a mile in length.~~

16—11370 GPO

CHARACTER AND METHOD OF CONSTRUCTION

ARTICLE III. The Highway Department will construct or cause to be constructed to final completion said project, in strict compliance with said plans and specifications, which are made a part hereof, under its direct supervision, which shall include adequate inspection throughout the course of construction, subject at all times to inspection and approval by the Administrator or his agents, and in accordance with the laws of said State, the rules and regulations of the Administrator, and the following conditions:

(*a*) It is agreed that the construction work on the project shall be performed by contract, unless the performance thereof by force account shall be approved by the Administrator or his authorized representatives. Such construction work as may be performed by force account shall be paid for on the basis of the units of work performed at the unit prices set forth in the estimate as approved by the Administrator, except that where the total actual cost is ascertained to be less than the estimate so approved the total Federal payments shall not exceed the Federal pro rata share of such total actual cost.

UNITED STATES PRO RATA SHARE OF THE COST OF SAID PROJECT

ARTICLE IV. The United States pro rata share of the value of the labor and materials which shall be actually put into the construction of Section D(2) of said project shall not in any event exceed the sum of eighteen thousand, three hundred seventy and 00/100 dollars ($ 18,370.00), certified to the Secretary of the Treasury as above mentioned, which does not exceed the authorized Federal pro rata share of thirty thousand, one hundred five and 90/100 dollars ($ 30,105.90), the approved total estimated cost of Section D(2) of said project.

PAYMENTS

ARTICLE V. As the construction of said project progresses, the Administrator shall from time to time draw warrants on the Secretary of the Treasury for the payment to State Treasurer

(Official or depository)

hereby designated by the Highway Department for that purpose and authorized under the laws of said State to receive public funds of the State of Oregon (Name) of such sums as shall not, together with previous payments, exceed the United States pro rata share, as above specified, of the value, as determined by the Administrator after inspection and approval, of the labor and materials which have actually been put into said construction work in compliance with the requirements of Article III hereof.

The Administrator reserves the right to withhold such sum as he may deem necessary to insure completion of construction in compliance with said plans and specifications.

MAINTENANCE OF PROJECT

ARTICLE VI. The Highway Department will maintain said project in compliance with said acts of July 11, 1916, and November 9, 1921, out of funds which have been or will be made available therefor by said State in the manner herein set forth, to wit: Chap. 529, laws 1939. (Section and article of statute authorizing funds and probable amount annually available)

The Highway Department will use every means within its power to insure proper and permanent maintenance of said project, and to that end will provide for the constant making of needed repairs to preserve a smooth-surfaced highway.

Showing of authority of the Highway Department to execute agreements will be found in the agreement for project No. 112.

In witness whereof the parties have hereunto affixed their signatures, the Highway Department on the day and year first above written and the Administrator on the ______ day of AUG 28 1940, 19__

OREGON STATE HIGHWAY COMMISSION
(Official title of Highway Department)

By Henry F. Cabell
Chairman, State Highway Commission
(Title of officer)

By ______
Member, State Highway Commission
(Title of officer)

By ______
Member, State Highway Commission
(Title of officer)

By ______
______
(Title of officer)

By ______
______
(Title of officer)

FEDERAL WORKS ADMINISTRATOR,

By ______
Acting Commissioner of Public Roads.

U. S. GOVERNMENT PRINTING OFFICE 16—11379

Form PR. 3—Revised

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION

CERTIFICATE OF APPROVAL OF PLANS, SPECIFICATIONS, AND ESTIMATES

(Under "An Act to provide that the United States shall aid the States in the construction of rural roads, and for other purposes," approved July 11, 1916, and acts amendatory thereof and supplementary thereto.)

To

The Secretary of the Treasury, and

The State Highway Department of the State of Oregon

Pursuant to the acts above cited, I hereby certify—

First. That in accordance with the provisions of said acts, I have approved the plans, specifications, and estimates submitted by the State Highway Department of the State of Oregon for the construction of a highway designated in the records of this Agency as Federal Aid Project No. 170-D(2) State of Oregon

Second. That in accordance with said provisions I have approved the sum of $ 30,105.90 as the total estimated cost of said project, and the sum of $ 18,370.00 as the share of the United States, payable under said acts on account of such project, which does not exceed the authorized Federal pro rata share of said total estimated cost.

Done at the city of Washington, this .... day of AUG 28 1940

one thousand nine hundred and ....

Federal Works Administrator,

By ....
Acting Commissioner of Public Roads.

U. S. GOVERNMENT PRINTING OFFICE 16—10129

515

RECEIVED
AUG 19 1940
FOR FILING

170-C-2

August 19, 1940

Mr. W. H. Lynch
District Engineer
Public Roads Administration
P. O. Box 3900
Portland, Oregon

Dear Sir:

Herewith are enclosed two signed copies of project agreement for the State Farm-Adams Section, Project No. FA 170-C (2).

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dist. by J. W. Nash/HR

Encl.

RECEIVED
AUG 2 1940

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION

10-19-2

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

(Stencil #28)

POST OFFICE BUILDING
PORTLAND, OREGON

IN YOUR REPLY PLEASE REFER TO FILE NO. Ore. FAP 170-D (2)
State Farm-Adams Section
Oregon-Washington Highway

August 8, 1940

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

We are forwarding herewith two copies of proposed project agreement for signature and return to this office.

Enclosed is an approved copy of the detail estimate, upon which the agreement was based, together with approved copy of specifications.

Very truly yours,

W. H. LYNCH
District Engineer

By T. M. Davis
T. M. Davis
Sr. Highway Engineer

Jo

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170-D-2

July 13, 1940

Mr. W. H. Lynch
District Engineer
Public Roads Administration
Post Office Box 3900
Portland, Oregon

Dear Sir:

Herewith are enclosed seven copies of estimate as basis for project agreement for the State Farm-Adams Section, Project No. FA 170-D (2).

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dist. by J. W. Nash/GS

Encl.

Oregon State Highway Department   Federal Aid Project No. 170-D (2)

STATE FARM-ADAMS SECTION OF THE OREGON-WASHINGTON HIGHWAY IN UMATILLA COUNTY

(Estimate as basis for project agreement. Based on low bid prices.)

Salem, Oregon, June 13, 1940

(Sta. 398+25 to 595+90.8)

4,100	cu. yds.	1" - 0" Rock in Base	$ 1.10	$ 4,510.00
1,500	cu. yds.	Filler	.20	300.00
2,400	yd. mi.	Hauling Filler	.10	240.00
400	M-gal.	Sprinkling	1.40	560.00
3.74	miles	Preparation of Base	100.00	374.00
5,750	cu. yds.	Mineral Aggregate in Place	1.80	10,350.00
360	tons	Asphalt in Place	21.50	7,740.00
55	tons	Emulsified or RC-3 Asphalt in Seal Coat	19.00	1,045.00
2,500	cu. yds.	Crushed Rock Shoulders	.90	2,250.00
			Subtotal	$ 27,369.00
			10% Engr. & Cont.	2,736.90
			Total	$ 30,105.90

Length	3.743 miles
Cost per mile	$ 8,043.25

Federal Aid Funds- -	$ 18,370.00
State Funds- -	11,735.90
	$ 30,105.90

State Funds for Construction: Chap. 175, laws 1917; Chap. 31, laws 1920;
Chap. 529, laws 1939
State Funds for Maintenance: Chap. 529, laws 1939

March 22, 1940

Mr. W. H. Lynch
District Engineer
Public Roads Administration
P. O. Box 3900
Portland, Oregon

Dear Sir:

Herewith are enclosed seven copies of estimate and three copies of right of way statement for the State Farm-Adams Section, Project No. FA 170-B (2)

Five bid proposals and five sets of blueprint plans are being sent under separate cover.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/ER

Encl.

Oregon State Highway Department   Federal Aid Project No. 170-D (2)

STATE FARM-ADAMS SECTION OF THE

OREGON-WASHINGTON HIGHWAY IN UMATILLA COUNTY

(Estimate to accompany plans and specifications. Not as basis for project agreement.)

Salem, Oregon, March 22, 1940

(Sta. 358+25 to 555+90.8)

4,100	cu. yds.	1" - 0" Rock in Base	$ 1.30	$ 5,330.00
1,500	cu. yds.	Filler	.30	450.00
2,400	yd. mi.	Hauling Filler	.10	240.00
400	M-gals.	Sprinkling	1.60	640.00
3.74	miles	Preparation of Base	100.00	374.00
5,750	cu. yds.	Mineral Aggregate in Place	2.25	12,937.50
360	tons	Asphalt in Place	22.00	7,920.00
55	tons	Emulsified or RC-3 Asphalt in Seal Coat	22.00	1,210.00
2,500	cu. yds.	Crushed Rock Shoulders	1.30	3,250.00
			Subtotal	$ 32,351.50
			10% Engr. & Cont.	3,235.15
			Total	$ 35,586.65

Length	3.743 miles
Cost per mile	$ 9,507.52

Federal Aid Funds- -	$ 21,710.00
State Funds- -	13,876.65
	$ 35,586.65

STATE FARM-ADAMS SECTION

PROJECT NO. 170-D (2)

All necessary right of way has been acquired for this project.

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

March 22, 1940

RECEIVED
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170-C-2

August 14, 1941

Glens Falls Indemnity Company
Rogers Insurance Agency
Title & Trust Building
Portland, Oregon

Gentlemen:

We have received through the office of the Secretary of State copies of a notice of claim by the Balzer Machinery Company for $2795.10, against the bond furnished by Edwin C. Gerber in connection with State Highway Contract No. 2308, covering the Pendleton-Adams Section of the Oregon-Washington Highway.

Inasmuch as you are surety for the contractor on this job, we hand you, herewith, for your information and such action as is necessary, a copy of this notice of claim.

Yours very truly,

H. B. Glaisyer
Secretary

Encl.
cc. Edwin C. Gerber
OA Route #2
Oregon City

NOTED
D. C. DeSart

BALZER MACHINERY COMPANY

2136 S.E. Eighth Avenue
Portland, Oregon

Aug. 9, 1941

Earl Snell,
Secretary of State,
State of Oregon,
Salem, Oregon.

Honorable Secretary:

Notice is hereby given that the undersigned, Balzer Machinery Company, Portland, Oregon, has a claim for rental of equipment and supplies furnished in the sum of $2,795.10 against the bond furnished by the Glens Falls Indemnity Company, through their resident agents, Rodgers Insurance Agency, Title & Trust Bldg., Portland, Oregon, for the work covered by Contract No. 2306 with Edwin C. Gerber for surfacing and bituminous Macadam construction on the Pendleton-Adams Section of the Oregon-Washington Highway which was accepted by the Oregon State Highway Commission February 14th, 1941.

Very respectfully,

BALZER MACHINERY COMPANY

Per R. L. Balzer
Manager

RLB:DB

Endorsed: File No. 2993
Filed August 13, 1941
EARL SNELL
Secretary of State

August 14, 1941

Honorable Earl Snell
Secretary of State
Salem, Oregon

Dear Sir:

This acknowledges receipt of your letter of August 13th enclosing three copies of a notice of claim by the Balzer Machinery Company in the amount of $2795.10, against Edwin G. Gerber, for work on the Pendleton-Adams Section of the Oregon-Washington Highway in Umatilla County, being contract No. 2308.

We have noted this claim in our records of this job and will today forward to the contractor and his surety copies of the notice thereof.

Very truly yours,

H. B. Glaisyer
Secretary

OA

NOTED
D. C. DeSart

EARL SNELL
SECRETARY OF STATE
SALEM, OREGON

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[illegible] 14 1941
STATE [illegible] COMMISSION

August 13, 1941

Oregon State Highway Commission
Salem, Oregon

Gentlemen: Attention Mr. H. B.Glaisyer

There are enclosed for your information and files, three copies of a notice of claim by Balzer Machinery Company for $2795.10 against the bond taken from Edwin C.Gerber, principal, and Glens Falls Indemnity Company, surety, for work on the Pendleton-Adams Section of the Oregon-Washington Highway, contract No. 2308, which was received and filed in this office today.

Please acknowledge receipt of the copies in order to complete our files.

Very truly yours,

Earl Snell
Secretary of State

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August 12, 1941

Glens Falls Indemnity Co.
Rogers Insurance Agency
Title and Trust Building
Portland, Oregon

Gentlemen:

We have received notice of a claim, in the amount of $2,795.10, from the Balzer Machinery Company, 2136 S. E. 8th Avenue, Portland, for rental of equipment to Edwin C. Gerber, in connection with contract No. 2308, covering the Pendleton-Adams Section of the Oregon-Washington Highway, in Umatilla County.

This information is given you inasmuch as you appear as surety on the bond furnished in connection with this contract.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

By

Secretary

RS

cc Edwin C. Gerber
Route #2
Oregon City, Oregon

NOTED
D. G. DeSart

August 11, 1941

Balzer Machinery Company
2136 S. E. 8th Avenue
Portland, Oregon

Gentlemen:

This will acknowledge receipt of your letter of August 9, filing your claim in the amount of $2,795.10, against Edwin C. Gerber and his surety, Glens Falls Indemnity Company, for equipment rent on contract No. 2308, for surfacing the Pendleton-Adams Section of the Oregon-Washington Highway, in Umatilla County.

We advise, if you have not already done so, that you file your claim with the Secretary of State, in accordance with Chapter 517, Oregon Laws of 1939, copy of which was transmitted to you with our letter of July 31.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

By

Secretary

DGD:RS

BALZER, MANAGER
OFFICE -- EAST 2143
RESIDENCE -- GARFIELD 4415

WE RENT NEW AND USED
MACHINERY WITH
PRIVILEGE OF PURCHASE

BALZER MACHINERY COMPANY
CONTRACTORS AND LOGGERS EQUIPMENT
2136 S. E. EIGHTH AVENUE
CORNER EAST EIGHTH AVENUE AND GRANT STREET
PORTLAND, OREGON

OHIO LOCOMOTIVE CRANE CO.
LOCOMOTIVE CRANES
NORTHWEST ENGINEERING CO.
POWER SHOVELS
CHICAGO PNEUMATIC TOOL CO.
AIR COMPRESSORS
PACIFIC WIRE ROPE CO.
WIRE ROPE

TRAYLOR ENG. & MFG. CO.
GYRATORY CRUSHERS
MURPHY DIESEL CO., LTD.
DIESEL ENGINES
J. S. MUNDY HOISTING ENGINE CO.
HOISTING EQUIPMENT
VULCAN IRON WORKS
PILE DRIVING MACHINERY

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STATE HIGHWAY COMMISSION

Aug. 9, 1941

Oregon State Highway Dept.,
Salem, Oregon.

Gentlemen:

Notice is hereby given that the undersigned, Balzer Machinery Company, Portland, Oregon, has a claim for rental of equipment and supplies furnished in the sum of $2,795.10 against the bond furnished by the Glens Falls Indemnity Company, through their resident agents, Rodgers Insurance Agency, Title & Trust Bldg., Portland, Oregon, for the work covered by contract No. 2308 with Edwin C. Gerber for surfacing and bituminous macadam construction on the Pendleton-Adams Section of the Oregon-Washington Highway which was accepted by the Oregon State Highway Commission February 14th, 1941.

Very respectfully,

BALZER MACHINERY COMPANY,

Per R. L. Balzer DB
Manager

RLB:DB

REFERRED TO
[illegible]
BY SECRETARY

[illegible]

[illegible]

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170 - C - 2

August 6, 1941

Glens Falls Indemnity Company
Rogers Insurance Agency
Title & Trust Building
Portland, Oregon

Gentlemen:

We have received through the office of the Secretary of State copies of a notice of claim by the Buffalo-Springfield Roller Company, against the bond furnished by Edwin C. Gerber, in connection with State Highway Contract No. 2308, covering the Pendleton-Adams Section of the Oregon-Washington Highway, in Umatilla County. This claim is in the amount of $1500.00.

Inasmuch as you are surety for the contractor on this job, we hand you, herewith, for your information and such action as is necessary, a copy of this notice of claim.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

By

Secretary

MS

cc - Edwin C. Gerber
Route 2
Oregon City, Oregon

NOTED
D. [illegible] DeSart

August 6, 1941

Honorable Earl Snell
Secretary of State
Salem, Oregon

Dear Sir:

This acknowledges receipt of your letter of August 5, enclosing three copies of a notice of claim by the Buffalo-Springfield Roller Company, in the amount of $1500, against Edwin C. Gerber, for work on the Pendleton-Adams Section of the Oregon-Washington Highway, in Umatilla County, being contract No. 2308.

We have noted this claim in our records of this job and will today forward to the contractor and his surety copies of the notice thereof.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

By

Secretary

MS

EARL SNELL
SECRETARY OF STATE
SALEM, OREGON

August 5, 1941

Oregon State Highway Commission
Salem, Oregon

Gentlemen: Attention Mr. H. B.Glaisyer

There are enclosed for your information and files, three copies of a notice of claim by Buffalo-Springfield Roller Company for $1500.00 against the bond taken from Edwin C.Gerber, principal, and Glenns Falls Indemnity Company, surety, for work on the Pendleton-Adams Section of the Oregon-Washington Highway, which was received from the Cramer Machinery Company and filed today.

Please acknowledge receipt of the copies.

Very truly yours,

Earl Snell
Secretary of State

S:FM
encs. 3

COPY

CLAIM

Contract #2308
Edwin C. Gerber, Contractor
Glenns Falls Indemnity Company, Surety

To: Oregon State Highway Commission
Salem, Oregon

Notice hereby is given that the undersigned, Buffalo-Springfield Roller Company, Springfield, Ohio, has a claim for rental due on one 10-ton Buffalo-Springfield road roller, serial #18502, for the following months at the rate specified:

May 1 to June 1, 1940, $300.00; June 1 to July 1, 1940, $300.00; July 1 to August 1, 1940, $300.00; August 1 to September 1, 1940, $300.00; September 1 to October 1, 1940, $300.00, Total, $1500.00, against the bond taken from Glenns Falls Indemnity Company, surety for Edwin C Gerber for highway construction work known as contract #2308, Pendleton-Adams Section Oregon-Washington Highway, Umatilla County.

BUFFALO-SPRINGFIELD ROLLER CO.

By Cramer Machinery Co.

By C. P. Cramer, Agents

August 5, 1941

Glens Falls Indemnity Company
Rogers Insurance Agency
Title & Trust Building
Portland, Oregon

Gentlemen:

We are in receipt of information from the Cramer Machinery Company that they are entering a claim in the name of the Buffalo-Springfield Roller Company, against the bond furnished by Edwin C. Gerber, in connection with State Highway Contract No. 2308, which covers the Pendleton-Adams Section of the Oregon-Washington Highway in Umatilla County.

This claim, in the amount of $1500.00, represents rental due on a road roller. This information is given you as you appear as surety on the bond furnished in connection with this contract.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

By

Secretary

MC:RS

cc Edwin C. Gerber
Route 2
Oregon City, Oregon

August 5, 1941

Cramer Machinery Company
414 Lewis Bldg.
Portland, Oregon

Gentlemen:

This will acknowledge receipt of your letter of August 4 with attached notice of claim of the Buffalo-Springfield Roller Company, against Edwin C. Gerber, in the amount of $1500.00, for rental of a road roller which was used on contract No. 2308, Pendleton-Adams Section of the Oregon-Washington Highway, in Umatilla County.

In accordance with our usual practice we are today notifying the bonding company and the contractor of receipt of this claim.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

By

Secretary

MC:MS

en Iron Works
Paving Plants, Finishing Machines
Buffalo-Springfield Roller Co.
Road Rollers
Aeroil Burner Co.
Asphalt Kettles
Kerosene Burners
Byers Machine Co.
Power Shovels, Drag Lines Cranes
Street Sweepers
Flexible Road Joint Machine Co.
Finishing Machines, Concrete Paving Tools
Marlow Pumps
Self-Priming Pumps
Cleveland Trencher Co.
Trenchers, Backfillers
C P. Concrete Equipment Co.
Form Clamps

CHAS. P. CRAMER

CRAMER MACHINERY COMPANY
CONSTRUCTION EQUIPMENT

TELEPHONE BEACON 2901
414 LEWIS BUILDING
CORNER S. W. 4TH AVE. AND OAK ST.
PORTLAND, OREGON

Heltzel Steel Form & Iron Co.
Road Forms, Concrete Buckets
C. S. Johnson Co.
Weigh Batchers and Bins
The Hayward Co.
Clam Shell, Dragline, Orange Peel Buckets
Mall Tool Co.
Concrete Vibrators, Electric Saws and Drills
Moretrench Corporation
Well Point Systems
Garco Manufacturing Co.
Portable Generator Sets
Meili-Blumberg Corp.
Traffic Markers
O. K. Clutch & Machinery Co.
Hoists, Compressors
Paris Manufacturing Co.
Horizontal Drills

August 4, 1941

Oregon State Highway Commission
Salem, Oregon

Gentlemen:

We are attaching formal claim showing rental due from Edwin C. Gerber for the year 1940 for the rental on one 10-ton Buffalo-Springfield road roller, serial #18502, which was used on contract #2308, Pendleton-Adams Section Oregon-Washington Highway, Umatilla County.

We are entering this claim in the name of the Buffalo-Springfield Roller Company, Springfield, Ohio, the owner of this equipment, and we are doing this as their agent.

We would appreciate your consideration of this claim.

We have forwarded the original to the Secretary of State for filing.

Very truly yours,

CRAMER MACHINERY COMPANY

By C P Cramer

CPC:br
Encl.

ASSOCIATE MEMBER

CLAIM

Contract #2308
Edwin C. Gerber, Contractor
Glenns Falls Indemnity Company, Surety

To: Oregon State Highway Commission
Salem, Oregon

Notice hereby is given that the undersigned, Buffalo-Springfield Roller Company, Springfield, Ohio, has a claim for rental due on one 10-ton Buffalo-Springfield road roller, serial #18502, for the following months at the rate specified:

May 1 to June 1, 1940, $300.00; June 1 to July 1, 1940, $300.00; July 1 to August 1, 1940, $300.00; August 1 to September 1, 1940, $300.00; September 1 to October 1, 1940, $300.00, Total, $1500.00, against the bond taken from Glenns Falls Indemnity Company, surety for Edwin C. Gerber for highway construction work known as contract #2308, Pendleton-Adams Section Oregon-Washington Highway, Umatilla County.

Buffalo-Springfield Roller Co.

By Cramer Machinery Co.

By

Agents

CLAIM

Contract #2308
Edwin C. Gerber, Contractor
Glenns Falls Indemnity Company, Surety

To: Oregon State Highway Commission
Salem, Oregon

Notice hereby is given that the undersigned, Buffalo-Springfield Roller Company, Springfield, Ohio, has a claim for rental due on one 10-ton Buffalo-Springfield road roller, serial #18502, for the following months at the rate specified:

May 1 to June 1, 1940, $300.00; June 1 to July 1, 1940, $300.00; July 1 to August 1, 1940, $300.00; August 1 to September 1, 1940, $300.00; September 1 to October 1, 1940, $300.00, Total, $1500.00, against the bond taken from Glenns Falls Indemnity Company, surety for Edwin C. Gerber for highway construction work known as contract #2308, Pendleton-Adams Section Oregon-Washington Highway, Umatilla County.

Buffalo-Springfield Roller Co.

By Cramer Machinery Co.

By C A Cramer
agents

RECEIVED
JUL 31 1941
FOR FILE

170-8-2

R

July 31, 1941

Glens Falls Indemnity Company
Rogers Insurance Agency
Title and Trust Bldg.
Portland, Oregon

Gentlemen:

We have received, through the office of the Secretary of State, copies of a notice of claim by Trojan Powder Company, in the amount of $2386.12, against E. C. Gerber, for work on contract No. 2308, Pendleton-Adams Section of the Oregon-Washington Highway, in Umatilla County.

Inasmuch as you are surety for the contractor on this job, we hand you herewith, for your information and such action as is necessary, a copy of this notice of claim.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

By

Secretary

RS

cc Edwin C. Gerber
Route 2
Oregon City, Oregon

NOTED
D. C. DeSart

July 31, 1941

Honorable Earl Snell
Secretary of State
Salem, Oregon

Gentlemen:

This acknowledges receipt of your letter of July 30 enclosing three copies of a notice of claim by Trojan Powder Company in the amount of $2386.12, against E. C. Gerber, for work on contract No. 2308, Pendleton-Adams Section of the Oregon-Washington Highway, in Umatilla County.

We have noted this claim in our records of this job and will today forward to the contractor and his surety copies of the notice thereof.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

By

Secretary

DGD:RS

EARL SNELL
SECRETARY OF STATE
SALEM, OREGON

July 30, 1941

Oregon State Highway Commission
Salem, Oregon

Gentlemen:

Enclosed are three copies of a notice of claim by Trojan Powder Company for $2306.12 against the bond taken from F.C. [illegible], principal, and Glens Falls Indemnity Company, surety, for work on the Adams-Pendleton Section of the Oregon-Washington Highway, which was filed in this office today.

Please acknowledge receipt of the copies in order to complete our files.

Very truly yours,

Earl Snell

Secretary of State

[illegible]
enc. 3

COPY

To: Secretary of State,
Salem, Oregon, (State Highway Commission for the State of Oregon):

Notice is hereby given that the undersigned, TROJAN POWDER COMPANY, a Corporation, has a claim for explosives and blasting supplies in the sum of Two thousand three hundred eighty-six and 12/100ths dollars ($2,386.12), against the bond taken from E. C. GERBER, Route 2, Oregon City, Oregon, principal, and Glens Falls Indemnity Company, surety, for the work of constructing the Adams-Pendleton Section of the Oregon-Washington Highway in Umatilla County, Oregon.

Dated at Portland, Oregon, this 29th day of July, 1941.

TROJAN POWDER COMPANY, a corporation,
By KENNETH MERRIMAN
Northwest Manager, Yeon Building,
Portland, Oregon

STATE OF OREGON }
} ss
County of Multnomah }

Before me, a Notary Public for the State of Oregon, appeared Kenneth Merriman, who is known to me to be the identical individual who signed the foregoing claim and who acknowledged to me that he made this claim on behalf of the claimant corporation, and that said claim was true to the best of his knowledge and belief.

JOHN M. COLON
Notary Public for Oregon.
My commission expires:
April 24, 1942.

(NOTARIAL SEAL)

Endorsed: File No. 2990
Filed 7/30/41
EARL SNELL, Secretary of State

RECEIVED
AUG 1 1941
FOR FILING

170-C-2

R

July 31, 1941

Balser Machinery Company
2136 S. E. 8th Avenue
Portland, Oregon

Gentlemen:

This will acknowledge receipt of your letter of July 30 and advise that contract No. 2308, with Edwin C. Gerber for surfacing and bituminous macadam construction on the Pendleton-Adams Section of the Oregon-Washington Highway, was completed November 20, 1940, and accepted by the Highway Commission February 14, 1941.

The bond on this contract was furnished by the Glens Falls Indemnity Company, through their resident agents, Rogers Insurancy Agency, Title & Trust Bldg., Portland.

All claims against this bond should be filed within a period of six months after acceptance by the State Highway Commission, in accordance with Chapter 517, Oregon Laws of 1939, copy of which is enclosed for your guidance. We have no printed forms for filing claims, but the wording of your notice or letter should be substantially as given in the enclosed copy of Chapter 517. It is our understanding that this notice need not be notarized.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

By

Secretary

DOD:RS

NOTED
D. [illegible]. DeSart

Manager
ice -- East 2143
Residence -- Garfield 4415

We Rent New and Used
Machinery with
Privilege of Purchase

BALZER MACHINERY COMPANY

CONTRACTORS AND LOGGERS EQUIPMENT
2136 S. E. EIGHTH AVENUE
CORNER EAST EIGHTH AVENUE AND GRANT STREET
PORTLAND, OREGON

OHIO LOCOMOTIVE CRANE CO.
LOCOMOTIVE CRANES
NORTHWEST ENGINEERING CO.
POWER SHOVELS
CHICAGO PNEUMATIC TOOL CO.
AIR COMPRESSORS
PACIFIC WIRE ROPE CO.
WIRE ROPE

TRAYLOR ENG. & MFG. CO.
GYRATORY CRUSHERS
MURPHY DIESEL CO., LTD.
DIESEL ENGINES
J. S. MUNDY HOISTING ENGINE CO.
HOISTING EQUIPMENT
VULCAN IRON WORKS
PILE DRIVING MACHINERY

July 30, 1941.

Oregon State Highway Commission,
Salem, Oregon.

Gentlemen:

Will you kindly advise us the date of acceptance of Contract Number 2308 for surfacing on the Pendleton-Adams Section of the Oregon-Washington Highway in Umatilla County, which contract was made with Edwin C. Gerber ?

Will you also kindly advise us the name and address of the bond on this particular contract ?

We desire to file a claim for rental of rock crushing equipment, provided it is not too late.

Also, will you kindly advise if you have any particular form for use in filing such claims, or if a letter stating the amount and the equipment rented would suffice ? Also if such a letter needs to be notarized.

Thanking you in advance for this information, we remain -

Yours very truly,

BALZER MACHINERY COMPANY,

Per R L Balzer

Manager.

RLB:BE

RECEIVED
AUG 1 [illegible]
FOR FILING

170-C-2

R

July 31, 1941

Glens Falls Indemnity Company,
c/o Rogers Insurance Agency
Title and Trust Building
Portland, Oregon

Gentlemen:

We are advised by the General Petroleum Corporation, Portland Branch, that they have a claim amounting to $17,340.06 against the bond furnished by E. C. Gerber in connection with State Highway Contract No. 2308. This contract covers the surfacing and oiling of the Pendleton-Adams Section of the Oregon-Washington Highway, in Umatilla County.

This information is given you as you appear as surety on the bond furnished by Mr. Gerber on this project.

Yours very truly,

RBC:MC

Secretary

cc - E. C. Gerber
Route 2
Oregon City, Oregon

NOTED
D. C. DeSart

July 31, 1941

General Petroleum Corporation
Woodlark Building
813 S. W. Alder Street
Portland, Oregon

Attention: C. A. Kilgas,
Dist. Credit Mgr.

Gentlemen:

Reply is made to your recent letters concerning your claim against the bond furnished by E. C. Gerber in connection with State Highway Contract No. 2308 which was awarded to him covering the surfacing and oiling of the Pendleton-Adams Section of the Oregon-Washington Highway, in Umatilla County. We note your claim is in the amount of $17,340.06 and that it covers petroleum products furnished on this job.

We are in receipt of information from the Secretary of State to the effect that you have already filed notice of this claim in that office. In the event you do not secure satisfaction of said claim in the near future would suggest that you take the matter up with the agents of the bonding company, the Rogers Insurance Agency, at the address mentioned in your letter of yesterday.

In accordance with our usual practice we are today notifying the bonding company and the contractor of this claim.

Yours very truly,

Secretary

HBG:MC

July 31, 1941

Glens Falls Indemnity Co.
Rogers Insurance Agency
Title and Trust Bldg.
Portland, Oregon

Gentlemen:

We have received through the office of the Secretary of State copies of a notice of claim by the General Petroleum Corporation, in the amount of $17,340.06, against E. C. Gerber, for work on the Pendleton-Adams Section of the Oregon-Washington Highway in Umatilla County, being contract No. 2308.

Inasmuch as you are surety for the contractor on this job, we hand you herewith, for your information and such action as is necessary, a copy of this notice of claim.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

By

Secretary

NB

cc Edwin C. Gerber
Route 2
Oregon City, Oregon

July 31, 1941

Honorable Earl Snell
Secretary of State
Salem, Oregon

Dear Sir:

This acknowledges receipt of your letter of July 26, enclosing three copies of a notice of claim by the General Petroleum Corporation of California for $17,340.06 against E. C. Gerber, being contract No. 2308, for work on the Pendleton-Adams Section of the Oregon-Washington Highway in Umatilla County.

We have noted this claim in our records of this job and will today forward to the contractor and his surety copies of the notice thereof.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

By

Secretary

RS

RECEIVED
[illegible] 1941
OREGON

EARL SNELL
SECRETARY OF STATE
SALEM, OREGON

July 26, 1941

Oregon State Highway Commission
Salem, Oregon

Gentlemen: Attention Mr. H. B. Glaisyer

There are enclosed for your information and files, three copies of a notice of claim by General Petroleum Corporation of California for $17340.06 against the bond taken from L.C.Gerber, principal, and Glens Falls Indemnity Co., surety, for work on the Pendleton-Adams section of the Oregon-Washington Highway which was received and filed today.

Please acknowledge receipt of the copies of the copies in order to complete our files.

Very truly yours,

Earl Snell

Secretary of State

S:FM
encl. 3

GENERAL PETROLEUM CORPORATION
of California

Woodlark Building
813 S. W. Alder Street
Portland, Oregon

July 25, 1941

Registered Mail
Return Receipt Requested

Mr. Earl Snell
Secretary of State
Salem, Oregon

Re: E. C. Gerber
Contract #2308

Dear Sir:

Notice is hereby given that the undersigned, General Petroleum Corporation of California, has a claim for petroleum products in the amount of $17,340.06, against the bond taken from E. C. Gerber, through the Glens Falls Indemnity Company, whose Agent of Surety is the Rogers Insurance Agency, Title and Trust Building, Portland, Oregon, for work on the Pendleton-Adams Section of the Oregon-Washington Highway in Umatilla County, 11.51 Mi. Surf. and 12.02 Mi. Bit. Macadam, Contract #2308.

Very truly yours,

GENERAL PETROLEUM CORPORATION
OF CALIFORNIA

By C. O. Kilgas
District Credit Manager

WAW:LS

Endorsed: File No. 2989
Filed July 26, 1941
EARL SNELL, Secretary of State

GENERAL PETROLEUM CORPORATION
OF CALIFORNIA
A SOCONY - VACUUM COMPANY
WOODLARK BUILDING
813 S. W. ALDER STREET
PORTLAND, OREGON

July 30, 1941

Registered Mail
Return Receipt Requested

State Highway Commission
Salem,
Oregon

Attention: Mr. Desart

Re: E. C. Gerber
Contract #2308

Gentlemen:

With reference to our letter of July 28,1941, in which we advised you to withhold filing of our claim against the bond taken from the above, through the Glens Falls Indemnity Company, whose Agent of Surety is the Rogers Insurance Agency, Title and Trust Building, Portland, Oregon, for work on the Pendleton-Adams Section of the Oregon-Washington Highway in Umatilla County, 11.51 miles Surf. and 12.02 Miles Bit. Macadam, Contract #2308, in the amount of $17,340.06, this will be your authority to proceed with the filing of our claim against the above stated bond.

Very truly yours,

GENERAL PETROLEUM CORPORATION
OF CALIFORNIA

By
District Credit Manager

WAW:LS
cc - Rogers Insurance Agency
B. J. Delsman, Seattle

NOTED
H. B. GLAISYER

FORM 3031

GENERAL PETROLEUM CORPORATION
OF CALIFORNIA
A SOCONY - VACUUM COMPANY
WOODLARK BUILDING
813 S. W. ALDER STREET
PORTLAND, OREGON
SOCONY-VACUUM
GARGOYLE LUBRICANTS

July 28, 1941

State Highway Commission
Salem,
Oregon

Attention: Mr. Desart

Re: E. C. Gerber
Contract #2308

Gentlemen:

Confirming our telephone conversation of July 28, 1941, with Mrs. Smith, this will be your authority to hold up the filing of our claim for $17,340.06 against the bond taken by E. C. Gerber, principal, and the Glens Falls Indemnity Company, surety, for work on the Pendleton-Adams Section of the Oregon-Washington Highway, Contract #2308.

We will advise you as to further disposition of this claim before the expiration of our filing period.

Thank you for this courtesy.

Very truly yours,

GENERAL PETROLEUM CORPORATION
OF CALIFORNIA

By
District Credit Manager

WAW:LS

NOTED
H. B. GLAISYER

FORM 363

GENERAL PETROLEUM CORPORATION
OF CALIFORNIA
A SOCONY-VACUUM COMPANY
WOODLARK BUILDING
813 S. W. ALDER STREET
PORTLAND, OREGON

SOCONY-VACUUM
GARGOYLE LUBRICANTS

July 23, 1941

Registered Mail
Return Receipt Requested

Oregon State Highway Commission
Salem,
Oregon

E. C. Gerber - Contract #2308

Gentlemen:

We wish to advise you of a certain unpaid claim in the amount of $17,340.06, against the above, covering petroleum products delivered to him on the Pendleton-Adams Section of the Oregon-Washington Highway in Umatilla County, 11.51 Mi Surf. and 12.02 Mi. Bit. Macadam, contract #2308, in the amount of $95,517, completion date being October 15, 1940.

We are calling this to your attention now, since it is apparent that we will be forced to call on the bonding company for settlement in the very near future and this will serve to advise you of our intentions.

Very truly yours,

C. A. [illegible]
District Credit Manager

By

WAW:LS

[illegible]
[illegible]

ACKNOWLEDGED
T. B. GLAISYER

RECEIVED
JUL [illegible] 1941
FOR FILING

170-C-2

R

July 30, 1941

Glens Falls Indemnity Company
Rogers Insurance Agency
Title and Trust Bldg.
Portland, Oregon

Gentlemen:

We have this day received notice from the Cramer Machinery Company that they have a claim against Edwin C. Gerber and the Glens Falls Indemnity Company in the amount of $1800.00, for rental of equipment used on the Pendleton-Adams Section of the Oregon-Washington Highway, in Umatilla County, in the performance of grading and surfacing work under contract No. 2308.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

By

Secretary

BGD:MS

cc - Edwin C. Gerber
Route 2
Oregon City, Oregon

NOTED
D. C. DeSart

July 30, 1941

Gramer Machinery Company
414 Lewis Building
Portland, Oregon

Gentlemen:

This will acknowledge receipt of your letter of July 26 advising of your claim in the amount of $1800.00, for equipment rental against Edwin C. Gerber, for equipment used on his contract No. 2308, for surfacing and bituminous macadam construction on the Pendleton-Adams Section of the Oregon-Washington Highway in Umatilla County.

Work on this contract was completed on November 20, 1940, and accepted by the Commission on February 14, 1941. We are calling this claim to the attention of the surety on this contract, Glens Falls Indemnity Company, for whom Rogers Insurance Agency, Title and Trust Bldg., Portland, are resident agents. However, you should file your claim with the Secretary of State within six months from the date of acceptance of the project by the Commission, in accordance with Chapter 517 (Oregon Law, 1939), copy of which is enclosed for your guidance.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

By

Secretary

DGD:RS

Madsen Iron Works
Paving Plants,
Finishing Machines
Buffalo-Springfield Roller Co.
Road Rollers
Aeroil Burner Co.
Asphalt Kettles
Kerosene Burners
Byers Machine Co.
Power Shovels, Drag Lines Cranes
Street Sweepers
Flexible Road Joint
Machine Co.
Finishing Machines, Concrete
Paving Tools
Marlow Pumps
Self-Priming Pumps
Cleveland Trencher Co.
Trenchers, Backfillers
C. P. Concrete Equipment Co.
Form Clamps

CHAS. P. CRAMER

CRAMER MACHINERY COMPANY
CONSTRUCTION EQUIPMENT

TELEPHONE BEACON 2901
414 LEWIS BUILDING
CORNER S. W. 4TH AVE. AND OAK ST.
PORTLAND, OREGON

Heltzel Steel Form & Iron Co.
Road Forms, Concrete Buckets
C. S. Johnson Co.
Weigh Batchers and Bins
The Hayward Co.
Clam Shell, Dragline,
Orange Peel Buckets
Mall Tool Co.
Concrete Vibrators,
Electric Saws and Drills
Moretrench Corporation
Well Point Systems
Garco Manufacturing Co.
Portable Generator Sets
Meili-Blumberg Corp.
Traffic Markers
O. K. Clutch & Machinery Co.
Hoists, Compressors
Paris Manufacturing Co.
Horizontal Drills

July 26, 1941

Oregon State Highway Commission
Salem, Oregon

Gentlemen:

We wish to enter a claim against Edwin C. Gerber for rent due on Buffalo-Springfield, 10-ton roller, serial #18502, which was used on his contract known as the Pendleton-Adams Section Oregon-Washington Highway and which work was in operation in 1940, and, as we understand it, called for completion October 15, 1940. This was awarded May 2, 1940.

Our claim is for rental at $300.00 per month for the months of May, June, July, August, September and October $1800.00.

We are not sure as to whether the filing time is up on this job or not, but if it is not, will you please consider this as our claim as representative of the Buffalo-Springfield Roller Company, Springfield, Ohio.

If special forms are necessary in the filing of this claim, please forward them to us and they will be executed immediately.

Very truly yours,

CRAMER MACHINERY COMPANY

By C P Cramer

CPC:br

ASSOCIATE MEMBER

RECEIVED
APR 29 1941
FOR FILING

170-C-2

April 28, 1941

Balser Machinery Co.
2136 S. E. 8th Avenue
Portland, Oregon

Gentlemen:

This will acknowledge receipt of your letter of April 26, and advise that Mr. Gerber has not yet accepted final payment, in the amount of $2,092.13, on contract No. 2308, for surfacing and bituminous macadam construction on the Pendleton-Adams Section of the Oregon-Washington Highway, in Umatilla County. The voucher has been in Mr. Gerber's hands since about April 2, 1941.

The warrant covering this payment will be mailed to him within approximately ten days after receipt of the signed voucher by this office.

Mr. Gerber has no other contracts under way with the State Highway Department at this time.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

By

Secretary

DOD:
RS

ZER, MANAGER
OFFICE -- EAST 2143
RESIDENCE -- GARFIELD 4415

OHIO LOCOMOTIVE CRANE CO.
LOCOMOTIVE CRANES

NORTHWEST ENGINEERING CO.
POWER SHOVELS

CHICAGO PNEUMATIC TOOL CO.
AIR COMPRESSORS

PACIFIC WIRE ROPE CO.
WIRE ROPE

BALZER MACHINERY COMPANY
CONTRACTORS AND LOGGERS EQUIPMENT
2136 S. E. EIGHTH AVENUE
CORNER EAST EIGHTH AVENUE AND GRANT STREET
PORTLAND, OREGON

WE RENT NEW AND USED
MACHINERY WITH
PRIVILEGE OF PURCHASE

TRAYLOR ENG. & MFG. CO.
GYRATORY CRUSHERS

MURPHY DIESEL CO., LTD.
DIESEL ENGINES

J. S. MUNDY HOISTING ENGINE CO.
HOISTING EQUIPMENT

VULCAN IRON WORKS
PILE DRIVING MACHINERY

April 26, 1941

Oregon State Highway Commission,
Salem, Oregon.

Subject - E. C. Gerber,
Oregon City, Oregon.

Gentlemen:

Can you advise us if Mr. Gerber has any funds due him on retained percentages or otherwise, by the Commission, and if so, the approximate amount and when payment might be made.

Thanking you in advance for this information, we remain -

Yours very truly,
BALZER MACHINERY COMPANY,
Per R. L. Balzer
Manager.

RLB:BE

RECEIVED
APR 14 1941
FOR FILING

170-Q-2

April 11, 1941

GENERAL PETROLEUM CORPORATION OF CALIFORNIA
Woodlark Building
Portland, Oregon

Attention District Credit Manager

Gentlemen:

In reply to your inquiry of April 10, 1941, you are advised that the E. O. Gerber Contract, No. 2308, was completed by the contractor November 20, 1940, and accepted by the Highway Commission February 2, 1941. Voucher for final payment is out to the contractor for signature. It will require about two weeks' time to draw the warrant after this voucher is accepted and executed by the contractor.

Very truly yours,

STATE HIGHWAY COMMISSION

By
Secretary

DOD:MBL

GENERAL PETROLEUM CORPORATION
OF CALIFORNIA
A SOCONY - VACUUM COMPANY
WOODLARK BUILDING
813 S. W. ALDER STREET
PORTLAND, OREGON

SOCONY-VACUUM

GARGOYLE LUBRICANTS

RECEIVED
APR 11 1941

April 10, 1941

State Highway Commission
Salem,
Oregon

E. C. Gerber
Oregon City, Oregon
Contract #2308

Gentlemen:

We are serving the above on contract #2308 and are interested in knowing how nearly completed the job is at your last investigation.

Please advise, also, if final estimate has been paid to the contractor.

Very truly yours,

DISTRICT CREDIT MANAGER

GR:LS

Complete 11-20-40
Accept 2-14-41
Final voucher [illegible]

RECEIVED
APR 2 1941
FOR FILING

170-C-2

April 1, 1941

Glens Falls Indemnity Co.
Rogers Insurance Agency
Title & Trust Bldg.
Portland, Oregon

Gentlemen:

You are hereby notified that State Highway contract No. 2308, for work on the Pendleton-Adams Section of the Oregon-Washington Highway, in Umatilla County, has been completed by the contractor, Edwin C. Gerber, and that final settlement will be made on or after April 11, 1941.

The state is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues, or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the state assumes no responsibility for any such claims, should there be any.

This notice is served upon you since you appear as surety on the bond furnished by the above contractor. Kindly acknowledge receipt of this letter.

For your information we have to advise that the total amount paid the contractor in connection with this contract will be $88,489.28, including final payment, and that no force account work was performed therein. This contract was completed on November 20, 1940, and accepted by the Commission on February 14, 1941.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

By

RS

Secretary

a

RECEIVED
APR 1 1941
FOR FILING

170-C-2

April 1, 1941

Mr. Edwin C. Gerber
Oregon City, Oregon

Dear Sir:

At the meeting of the State Highway Commission held on February 14, 1941, the following action was taken on your request for extension of time:

"Edwin C. Gerber, contract No. 2308, for surfacing and construction of bituminous macadam on the Pendleton-Adams Section of the Oregon-Washington Highway, in Umatilla County, requested an extension of time of 36 days, from October 15 to November 20, 1940, within which to complete this job. He attributed his failure to complete the job within the specified time limit to adverse weather conditions and to the fact that he produced certain surfacing materials for Umatilla County. The Engineer advised that the contractor did experience bad weather conditions between September 10 and October 10, 1940; however, the principal reason for his failure to complete the project within the specified time limit was negligence in starting the work. He pointed out that the contract was awarded on May 2, and advised that Mr. Gerber did not deliver any material from his crushing plant until July 22, two months after setting up his crusher. He recommended in view of the circumstances that the extension of time now requested be granted, subject to the condition that Mr. Gerber be charged with the extra engineering expense incurred by the state subsequent to the specified date of completion. A letter was presented from the Public Roads Administration concurring therein. The Commission approved the recommendation."

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

By

Secretary

RS

cc - W. C. Williams

RH Boldock

RECEIVED
APR 16 1941
FOR FILING

172-C-2

NOTED
State Highway Engineer

March 14th, 1941

COST ANALYSIS-FINAL REPORT

Oregon-Washington Highway, Pendleton-Adams Section
Contract 2308 Prefix 30-1126
E. C. Gerber, Contractor
L. R. Chandler, Resident Engineer

Item	Cost	Quantity		Unit Cost	Unit Bid	Gross Revenue
1"-0" Rock in Base	$12,719.17	12,113.5	cu. yd.	$1.05	$1.10	$13,324.85
Filler	954.03	4,336.5	" "	0.22	0.20	867.30
Hauling Filler	597.60	4,980.5	yd. mi.	0.12	0.10	498.05
Sprinkling	1,737.77	1,368.325	M-Gal.	1.27	1.40	1,915.66
Preparation of Base	937.56	12.02	Miles	78.00	100.00	1,202.00
Mineral Aggregate in Place	30,243.38	17,700.5	cu. yd.	1.71	1.80	31,860.90
Asphalt in Place	22,352.32	1,087.11	Tons	20.56	21.50	23,372.87
RC-3 Asphalt in Seal Coat	3,258.12	185.529	"	17.56	19.00	3,525.24
Crushed Rock Shoulders	5,469.98	5,209.5	cu. yd.	1.05	0.90	4,688.55
3/4"-½" Cr. Rock in S.P.	2,365.90	2,544.07	" "	0.93	0.75	1,908.05
½"-¼" " " " "	3,395.79	3,651.52	" "	0.93	0.75	2,738.64
¼"-10 Mesh " " "	1,426.64	1,534.08	" "	0.93	0.75	1,150.56
Hauling Crushed Rock, Pile Measure	1,966.34	25,209.43	yd. mi.	0.078	0.08	2,016.75
Deduction-Excess Engineering Charges						— 580.14
	$87,424.60					$88,489.28

Gross Revenue	$88,489.28
Total Cost	87,424.60
Net Profit	$1,064.68

Net Profit Equals 1.2% of Gross Revenue

Pendleton-Adams Section

Detail of Cost

Labor:			
Supervision (Includes E. C. Gerber - 5 mos. at $200.00)		$2,729.29	
Labor		19,766.45	
State Industrial Accident Insurance		1,236.00	
Social Security & Unemployment Insurance		859.83	$24,591.57
Materials:			
Asphalt	1,087.11 Tons at $6.50	$7,066.22	
RC-3 Asphalt	185.529 " " 9.50	1,762.53	
Freight on Oil		12,823.73	21,652.48
Equipment Rental, Supplies & Miscellaneous:			
Equipment Rental and Repairs		$19,350.00	
Rented Equipment		3,475.00	
Gas, Oil & Grease		10,108.38	
Lumber		466.41	
Explosives		2,386.12	
Wood for Boiler		180.00	
Small Tools, Supplies & Misc.		2,103.00	
Quarry Supplies		981.26	
Overhead Expense		349.00	
Bond		890.69	
Home Office		890.69	41,180.55
			$87,424.60

Breakdown of Crushing Costs

	Cost	Quantity	Unit Cost
Move In & Set Up	$2,860.74	42,753.17 cu. yd.	$0.067
Develop, Drill & Shoot Quarry	7,513.93	" " "	0.176
Load at Quarry	4,562.75	" " "	0.107
Haul to Plant	2,665.19	" " "	0.062
Crush	13,314.89	" " "	0.311
Overhead & Proratables	4,210.00	" " "	0.098
	$35,127.50	42,753.17 cu. yd.	$0.821

Sizes & Quantities Crushed

1"-0" Rock in Base & Shoulders	17,323.0 cu. yd.
Mineral Aggregate	17,700.5 " "
3/4"-1/2" Cr. Rock in S.P.	2,544.07 cu. yd.
1/2"-1/4" " " " "	3,651.52 " "
1/4"-10 Mesh Cr. Rock in S.P.	1,534.08 " "
	42,753.17 cu. yd.

Pendleton-Adams Section

REMARKS:

This contract consisted of surfacing and oiling of 11.51 miles of roadway. It was bid May 2nd, 1940; work was started May 15th and completed November 20th.

The quarry contained rock which drilled fair and shot up into fragments that could be fed directly into the large primary crusher without much secondary shooting. A 3/4 cu. yd. Koehring shovel was used to load the material.

The erection of plant was commenced May 20th, but due to slowness in bringing equipment on the job, it was not until July 15th that crushing operations could be started. The plant consisted of three crushers (24" x 36" jaw, 3' Traylor gyratory and 20" x 40" Rolls), three screens (5' x 10' single deck, 5 x 10 double deck and 5 x 10 three deck), 3 caterpillar diesel engines (D-17,000, D-13,000 and D-8,600).

Crushing operations were begun on July 15th on the 1"-0" materials which were produced first. On this phase of the work the contractor made good progress, being able to put out as much as 1,300 cu. yds. in 14 hours. On August 15th, the production of mineral aggregates was started, but for the first 4 or 5 days no acceptable material was produced due to too much dirt. After that breakdowns of plant and adverse weather conditions slowed down the progress of the job.

The oiling work was begun August 21st and completed October 18th. Some of the mineral aggregate was hauled directly from the crushing plant bunkers while the remainder was taken from stockpiles. An Adnum spreader was used for laying the 2½"-1¼" materials. The oiling was delayed somewhat on account of wet weather and breakdowns.

This job entailed no traffic problem and had the contractor prosecuted the job in a more vigorous manner, it is possible that the cost would have been less and consequently would have resulted in a larger profit.

E. H. Clymer
Cost Analyst

By . . Henry Jullum

R. H. GRIFFITH, VICE-PRESIDENT
R. LYNN COLOMB, ASST. MGR.
PACIFIC COAST DEPARTMENT
6TH FLOOR MILLS TOWER
SAN FRANCISCO, CAL.

Glens Falls
INDEMNITY COMPANY
of Glens Falls, New York

ARTHUR M. COLOMB
SUPERINTENDENT BONDING DEPT.

SAN FRANCISCO, CALIFORNIA

170-C-2

RECEIVED

27

March 4, 1941

Mr. H. B. Glaisyer, Secretary
Oregon State Highway Commission
Salem, Oregon

Bond 152329 - Edwin C. Gerber, State Highway Construction, Oregon-Washington Highway in Umatilla County, Pendleton-Adams Section, Contract No. 2308

Dear Sir:

In our returned status report of January 27, 1941, you mentioned that the above contract was completed on November 20, 1940, but not accepted as of February 7, 1941.

We would appreciate any advice as to why this contract has not been accepted or the date of acceptance and final contract price, if now accepted.

We enclose another status form for your convenience in replying.

Yours very truly,
REWatkins
PACIFIC COAST BONDING DEPT.

REW:CH
Encl.

DeSart
BY SECRETARY

Has it now been accepted?

#85 statement mailed 3-10-41

RECEIVED
JAN 15 1941
FOR FILING

170-P-2

January 13, 1941

General Petroleum Corporation
of California
813 S. W. Alder Street
Portland, Oregon

Gentlemen:

This will acknowledge receipt of your letter of December 10 and advise that Edwin C. Gerber's contract No. 2308, for surfacing and bituminous macadam construction on the Pendleton-Adams Section of the Oregon-Washington Highway, was completed November 20, 1940, and has not yet been accepted by the Commission.

Semi-final payment, in the amount of $5,443.44, was mailed to the contractor on December 31, 1940. The final estimate will probably be offered to the contractor about the middle of February. The retained percentage on this project is $2,672.08.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

By

Secretary

DGD:RS

NOTED
D. G. DeSart

SOCONY-VACUUM

GENERAL PETROLEUM CORPORATION
OF CALIFORNIA
A SOCONY - VACUUM COMPANY
813 S. W. ALDER STREET
PORTLAND, OREGON

GARGOYLE LUBRICANTS

December 10, 1940

Oregon State Highway Commission
Salem,
Oregon

Attention: Mr. H. B. Glaisyer, Secretary

Gentlemen:

We would appreciate your advising us the status of State Highway Contract #2308, covering the E. C. Gerber bid. We would appreciate knowing the date of acceptance of the project and when final estimates will be paid to the contractor.

The account is owing quite heavily and we are very much interested in the approximate date upon which we may expect payment.

Very truly yours,

DISTRICT CREDIT MANAGER

LS:CAKilgas

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[illegible]C 2[illegible] 1940
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170-C-2

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

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[illegible] 1940
OREGON
STATE HIGHWAY COMM

Stencil No. 3.

IN YOUR REPLY PLEASE
REFER TO FILE No.

POST OFFICE BUILDING
PORTLAND, OREGON

December 18, 1940

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

Final inspection of Oregon Federal Aid Project No. FAP 170-C (2), the Pendleton-Adams Section of the Oregon-Washington Highway, was made by a representative of this office on December 9, 1940. Prompt submission of the final voucher will be appreciated.

Very truly yours,

W. H. LYNCH
District Engineer

By: F E Andrews
F. E. Andrews
Sr. Highway Engineer

kor

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DEC 13 1940
FOR FILING

170-C-2

December 12, 1940

Glens Falls Indemnity Company
Rogers Insurance Agency
Title & Trust Building
Portland, Oregon

Gentlemen:

You are advised that it is the intention of the State Highway Commission to make semi-final payment to Edwin C. Gerber, on contract No. 2308, Pendleton-Adams Section of the Oregon-Washington Highway in Umatilla County. This payment, in the amount of $5,443.44, will be made on or after December 23, 1940. The retained percentage is $2,672.08.

The state is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues, or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the state assumes no responsibility for any such claims should there be any.

Kindly acknowledge receipt of this letter.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

By

RS

Secretary

NOTED
D. G. DeSart

#28

a

Form E-1—5M—3-40

170-C-2

OREGON STATE HIGHWAY COMMISSION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending December 7,1940, 19

Section Pendleton-Adams

Kind of work Surfacing and Oiling

Highway Oregon-Washington

Section prefix 30-1126

Contractor Edwin C.Gerber

Contract number 2308

Date of contract May 2,1940, 19

Date of completion Oct.15,1940, 19

Date work started May 15,1940, 19

Estimated date of completion Nov.20,1940, 19

Amount of contract $ 95517.00

Per cent of time elapsed 125% %

Estimated cost of completed project, exclusive of engineering $ 99337.69

Per cent of contract completed, based on total contract price 100% %

Engineering cost to date, $ 5646.71, %

Date project was completed Nov.20,1940, 19

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

Semi-Final Estimate completed and sent to La Grande on Wednesday of this week, the 4th of December.

Signed L. R. Chandler

Address Pendleton-Oregon

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project		11.51		12.02	
Miles partially completed		11.51		12.02	
Miles completed		11.51		12.02	
Total estimated quantities		18,500	7000.00	1240.0	
Estimated quantities moved or placed to date		17325.00	7720.47	1272.64	
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day					
Hours per shift					
Average force on project for week					

Percentages of men employed on contract to be secured from:

.... County, ...%; .... County, ...%; .... County, ...%; .... County, ...%

	NUMBER USED AND SECURED FROM					CONTRACTOR'S KEY MEN, ETC.	TOTAL
	COUNTY	COUNTY	COUNTY	COUNTY	OTHER SOURCES		
Men							
Men and teams							
Men and trucks under 3 tons							
Men and trucks over 3 tons							
Men and tractors							

Equipment used during week: Shovels ...., Power graders ...., Rollers ...., Mixers ...., Crushing or screening plants ....,

Compressors ...., Bulldozers ...., Sheet-foot rollers ...., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday	Cloudy and cool		
Monday	" " "		
Tuesday	" " "		
Wednesday	Rain		
Thursday	"		
Friday	Clear		
Saturday	"		

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SEP 25 1940
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FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION

170-C-2

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1
POST OFFICE BUILDING
PORTLAND, OREGON

RECEIVED
SEP 13 1940
STATE HIGHWAY

Stencil No. 124

IN YOUR REPLY PLEASE REFER TO FILE No. Ore. FAP 170-C (2)
Pendleton-Adams Section
Oregon-Washington Hwy.

September 12, 1940

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

We are forwarding herewith, for your files, an executed copy of the __________________ project agreement and certificate for the above numbered project.

Very truly yours,

W. H. LYNCH
District Engineer

By L J Caufield
L. J. Caufield
Sr. Highway Engineer

Encls.

Jon

wa-pr-6937

Form P. R. 2

State Oregon

Federal Aid Project No. 170-C(2)

PROJECT AGREEMENT

MEMORANDUM OF AGREEMENT made this 16th day of Aug, 1940

by and between The Oregon State Highway Commission

, constituting

for the purpose hereof, the Highway Department of the State of Oregon hereinafter called the Highway Department, and the Federal Works Administrator, hereinafter called the Administrator, under and pursuant to the provisions of the act of Congress approved July 11, 1916 (39 Stat., 355), entitled "An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes," and of the act approved November 9, 1921 (42 Stat., 212), entitled "An Act to amend the Act entitled 'An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes,' approved July 11, 1916, as amended and supplemented, and for other purposes," and acts amendatory thereof or supplementary thereto:

Whereas the Highway Department of said State submitted on the 5th day of May, 1931, a project statement, which was approved on the 1st day of June, 1931, for the proposed construction of a project consisting of the road hereinafter described; and

Whereas the Highway Department, in accordance with the rules and regulations promulgated for the administration of the Federal Highway Act, has furnished surveys, plans, specifications, and estimates for Section C(2) of said project which were recommended for approval by the District Engineer of the Public Roads Administration on the 1st day of April 1940; and

Whereas the Administrator has certified to the Secretary of the Treasury his approval of said surveys, plans, specifications, and estimates, and the sum of thirty-six thousand, three hundred ten and 00/100 dollars ($36,310.00) as the share of the United States payable under said act on account of Section C(2) of said project, which does not exceed the authorized Federal pro rata share of the approved total estimated cost thereof:

Now, therefore, in consideration of the premises and of the several promises to be faithfully performed by each, as hereinafter set forth, the Highway Department and the Administrator do hereby mutually agree as follows:

16—11379

FUNDS AT THE DISPOSAL OF THE HIGHWAY DEPARTMENT

ARTICLE I. Funds for the use of the Highway Department in the construction of said project have been made available in the following manner, to wit:

(*a*) By the State from Chapter 175, laws 1917; Chapter 31, laws 1920; Chapter 529, laws 1939.
(Include date and citation of act of legislature by which authorized)

(*b*) From other sources
(State how placed under direct control of Highway Department)

ROAD EMBRACED IN PROJECT

ARTICLE II. This agreement covers the following highway as described in detail in said surveys, plans, and specifications:

Between survey station 7+00 in the SW 1/4, Section 1, T. 2 N., R. 32 E., W.M. at the east end of the Umatilla River Bridge, and survey station 398+25.2 in the NE 1/4, Section 24, T. 3 N., R. 33 E., W.M., the southerly end of Section D(2) of said project, length 7.432 miles, in Umatilla County, being Section C(2) of Oregon Federal Aid project No. 179, consisting of 7.432 miles of roadway and no bridges, ~~each~~ of more than 20 feet clear span, ~~of a mile in length~~.

CHARACTER AND METHOD OF CONSTRUCTION

ARTICLE III. The Highway Department will construct or cause to be constructed to final completion said project, in strict compliance with said plans and specifications, which are made a part hereof, under its direct supervision, which shall include adequate inspection throughout the course of construction, subject at all times to inspection and approval by the Administrator or his agents, and in accordance with the laws of said State, the rules and regulations of the Administrator, and the following conditions:

(*a*) It is agreed that the construction work on the project shall be performed by contract, unless the performance thereof by force account shall be approved by the Administrator or his authorized representatives. Such construction work as may be performed by force account shall be paid for on the basis of the units of work performed at the unit prices set forth in the estimate as approved by the Administrator, except that where the total actual cost is ascertained to be less than the estimate so approved the total Federal payments shall not exceed the Federal pro rata share of such total actual cost.

UNITED STATES PRO RATA SHARE OF THE COST OF SAID PROJECT

ARTICLE IV. The United States pro rata share of the value of the labor and materials which shall be actually put into the construction of Section C(2) of said project shall not in any event exceed the sum of thirty-six thousand, three hundred ten and 00/100 dollars ($36,310.00), certified to the Secretary of the Treasury as above mentioned, which does not exceed the authorized Federal pro rata share of fifty-nine thousand, five hundred twenty-one and 00/100 dollars ($59,521.00), the approved total estimated cost of Section C(2) of said project.

PAYMENTS

ARTICLE V. As the construction of said project progresses, the Administrator shall from time to time draw warrants on the Secretary of the Treasury for the payment to State Treasurer

(Official or depository)

hereby designated by the Highway Department for that purpose and authorized under the laws of said State to receive public funds of the State of Oregon
(Name)
of such sums as shall not, together with previous payments, exceed the United States pro rata share, as above specified, of the value, as determined by the Administrator after inspection and approval, of the labor and materials which have actually been put into said construction work in compliance with the requirements of Article III hereof.

The Administrator reserves the right to withhold such sum as he may deem necessary to insure completion of construction in compliance with said plans and specifications.

MAINTENANCE OF PROJECT

ARTICLE VI. The Highway Department will maintain said project in compliance with said acts of July 11, 1916, and November 9, 1921, out of funds which have been or will be made available therefor by said State in the manner herein set forth, to wit: Chapter 529, laws 1939.
(Include reference to statute authorizing funds and probable amount annually available)

The Highway Department will use every means within its power to insure proper and permanent maintenance of said project, and to that end will provide for the constant making of needed repairs to preserve a smooth-surfaced highway.

Showing of authority of the Highway Department to execute agreements will be found in the agreement for project No. 112.

In witness whereof the parties have hereunto affixed their signatures, the Highway Department on the day and year first above written and the Administrator on the ______ day of AUG 28 1940, 19__

OREGON STATE HIGHWAY COMMISSION
(Official title of Highway Department)

By Henry F. Cabell
Chairman, State Highway Commission
(Title of officer)

By
Member, State Highway Commission
(Title of officer)

By ______
Member, State Highway Commission
(Title of officer)

By ______
______
(Title of officer)

By ______
______
(Title of officer)

FEDERAL WORKS ADMINISTRATOR,

By
Acting Commissioner of Public Roads.

Form PR. 3—Revised

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION

CERTIFICATE OF APPROVAL OF PLANS, SPECIFICATIONS, AND ESTIMATES

(Under "An Act to provide that the United States shall aid the States in the construction of rural roads, and for other purposes," approved July 11, 1916, and acts amendatory thereof and supplementary thereto.)

To

THE SECRETARY OF THE TREASURY, AND

THE STATE HIGHWAY DEPARTMENT OF THE STATE OF Oregon

Pursuant to the acts above cited, I hereby certify—

FIRST. That in accordance with the provisions of said acts, I have approved the plans, specifications, and estimates submitted by the State Highway Department of the State of Oregon for the construction of a highway designated in the records of this Agency as Federal Aid Project No. 170-C(2) State of Oregon

SECOND. That in accordance with said provisions I have approved the sum of $ 59,521.00 as the total estimated cost of said project, and the sum of $ 36,310.00 as the share of the United States, payable under said acts on account of such project, which does not exceed the authorized Federal pro rata share of said total estimated cost.

Done at the city of Washington, this ______ day of AUG 28 1940

one thousand nine hundred and ______

FEDERAL WORKS ADMINISTRATOR,

By ______
Acting Commissioner of Public Roads.

U. S. GOVERNMENT PRINTING OFFICE 16—10139

RECEIVED
AUG 20 1940
WORKS AGENCY
ADMINISTRATION

170-C-2

(Stencil #28)

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

POST OFFICE BUILDING
PORTLAND, OREGON

IN YOUR REPLY PLEASE
REFER TO FILE No. Oregon FAP 170-C (2)
Pendleton-State Farm Sec.
Oregon-Washington Hwy.

August 8, 1940

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

We are forwarding herewith two copies of proposed project agreement for signature and return to this office.

Enclosed is an approved copy of the detail estimate, upon which the agreement was based, together with approved copy of specifications.

Very truly yours,

W. H. LYNCH
District Engineer

By T. M. Davis
T. M. Davis
Sr. Highway Engineer

Jw

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JUL 15 1940
FOR FILING

170-C-2

July 13, 1940

Mr. W. H. Lynch
District Engineer
Public Roads Administration
Post Office Box 3900
Portland, Oregon

Dear Sir:

Herewith are enclosed seven copies of estimate as basis for project agreement for the Pendleton-State Farm Section, Project No. FA 170-C (2).

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/GS

Encl.

Oregon State Highway Department Federal Aid Project No. 178-C (2)

PENDLETON-STATE FARM SECTION

OF THE OREGON-WASHINGTON HIGHWAY IN UMATILLA COUNTY

(Estimate as basis for project agreement. Based on low bid prices.)

Salem, Oregon, June 13, 1940

(Sta. 7+00 to 33+43.5)

30	cu. yds.	Filler	$ .20	$ 6.00
60	yd. mi.	Hauling Filler	.10	6.00
10	M-gals.	Sprinkling	1.40	14.00
0.50	mile	Preparation of Base	100.00	50.00
800	cu. yds.	Mineral Aggregate in Place	1.80	1,440.00
50	tons	Asphalt in Place	21.50	1,075.00
7	tons	Emulsified or RC-3 Asphalt in Seal Coat	19.00	133.00
350	cu. yds.	Crushed Rock Shoulders	.90	315.00
			Subtotal	$ 3,039.00
			10% Engr. & Cont.	303.90
			Total	$ 3,342.90

Length 0.500 mile
Cost per mile $ 6,685.80

(Sta. 33+43.5 to 398+25)

7,600	cu. yds.	1" - 0" Rock in Base	$ 1.10	$ 8,360.00
3,170	cu. yds.	Filler	.20	634.00
5,040	yd. mi.	Hauling Filler	.10	504.00
990	M-gals.	Sprinkling	1.40	1,386.00
6.93	miles	Preparation of Base	100.00	693.00
10,600	cu. yds.	Mineral Aggregate in Place	1.80	19,080.00
670	tons	Asphalt in Place	21.50	14,405.00
96	tons	Emulsified or RC-3 Asphalt in Seal Coat	19.00	1,824.00
4,650	cu. yds.	Crushed Rock Shoulders	.90	4,185.00
			Subtotal	$ 51,071.00
			10% Engr. & Cont.	5,107.10
			Total	$ 56,178.10

Length 6.932 miles
Cost per mile $ 8,104.16

SUMMARY OF FUNDS REQUESTED

Item	Total Cost	Federal Aid	State Funds
(Sta. 7+00 to 33+43.5)	$ 3,342.90	$ 2,039.00	$ 1,303.90
(Sta. 33+43.5 to 398+25)	56,178.10	34,271.00	21,907.10
	$ 59,521.00	$ 36,310.00	$ 23,211.00

State Funds for Construction: Chap. 175, laws 1917; Chap. 31, laws 1920;
Chap. 529, laws 1939
State Funds for Maintenance: Chap. 529, laws 1939

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JUN 24 1940
FOR FILING

File

170-C-2

June 21, 1940

PACIFIC MACHINERY & TOOL STEEL COMPANY
630 S. E. Belmont Street
Portland, Oregon

Attention W. T. Williamson, Credit Manager

Gentlemen:

Your letter of June 17, addressed to Mr. Earl Snell, Secretary of State, has been referred to this office for reply.

The number of the contract for the work to be performed on the Pendleton-Adams Section of the Oregon-Washington Highway by Mr. Edwin C. Gerber is 2308. The specified date of completion is October 15, 1940, and the bond was furnished by the Glens Falls Indemnity Company through Rogers Insurance Agency, Title and Trust Building, Portland.

Very truly yours,

STATE HIGHWAY COMMISSION
By

Secretary

DOO:MBL

EARL SNELL
SECRETARY OF STATE
SALEM, OREGON

June 18, 1940

Pacific Machinery & Tool Steel Company
630 S. E. Belmont Street
Portland, Oregon

Gentlemen: Attention of Mr. W. T. Williamson

COPY

Your letter of the 17th has been received and I am today transmitting your inquiry to the Oregon State Highway Commission, State Office Building, Salem, for attention as this matter comes under the jurisdiction of that office.

I am sure you will receive the information you desire within a very few days.

Trusting this will be helpful to you, I am

Yours very truly,

Secretary of State

S:EM
cc to State Highway Commission

#2308
Umatilla
[illegible] 5/15

PACIFIC MACHINERY & TOOL STEEL CO.

Office and Warehouse
630 S. E. Belmont St.
PORTLAND • OREGON

June 17, 1940

Mr. Earl Snell,
Secretary of State,
Salem, Oregon.

Dear Sir:

We have made sales of material to Edwin C. Gerber, Route 2, Oregon City, for use on a State of Oregon highway job known as Pendleton-Adams Section of Oregon-Washington Highway Project, Federal Aid 190-C (2) 170-D (2).

Will you please advise us of the contract number, the bonding company, and the approximate date of completion of this job?

Very truly yours,

PACIFIC MACHINERY & TOOL STEEL CO.

By W. T. Williamson
Credit Manager

WTW:L

RECEIVED
JUN 18 1940
EARL SNELL

170-C-2

May 15, 1940

Mr. Edwin C. Gerber
Route #2
Oregon City, Oregon

Dear Sir:

We are sending you today by express a fully executed copy of Contract No. 2308 which was awarded to you on May 2 by the State Highway Commission, covering the Pendleton-Adams Section of the Oregon-Washington Highway in Umatilla County.

This copy is for your records and files.

Very truly yours,

STATE HIGHWAY COMMISSION
By

Secretary

MBL

RECEIVED
MAY 8 1940
FOR FILE

170-C-2

May 7, 1940

Mr. Edwin C. Gerber
Route No. 2
Oregon City, Oregon

Dear Sir:

We are sending to you today, by express, four copies of Contract No. 2308 which was awarded to you on May 2, 1940, for 11.51 miles surfacing and 12.02 miles bituminous macadam on the Pendleton-Adams Section of the Oregon-Washington Highway, in Umatilla County.

Will you kindly execute all four copies of this contract as to agreement and bond and return them to this office for approval by the Highway Commission. When this is done a fully executed copy will be returned to you for your records and files. We will also send an executed copy to the surety on your bond.

Your special attention is called to the provision under Section 5 of the General Provisions, page 14, relating to the Workmen's Compensation Act. You are expected to accept the terms of this Act and to carry on your work under this contract in strict conformance thereto.

Your attention is also called to the mimeographed page immediately following page 18 of the mimeographed Special Provisions, relating to the payment by the contractor of amounts due hospital associations, et cetera.

Very truly yours,

AN

Secretary

P.S.

Since dictating the above I had a telephone conversation with Allen Hunter of the United States Fidelity and Guaranty Company who informs me that he would like to deliver these contracts to you in person and will pick them up this afternoon.

H.B.G.

Delivered to Hunter
HBG

RECEIVED
MAY [illegible]
FOR [illegible]

170-C-2

May 3, 1940

Mr. Edwin C. Gerber
Route 2
Oregon City, Oregon

Dear Sir:

The State Highway Commission on May 2, 1940, awarded you the contract for 11.51 miles surfacing and 12.02 miles bituminous macadam wearing surface, also furnishing of 7,000 cu. yds. crushed rock in stock piles, on the Pendleton-Adams Section of the Oregon-Washington Highway, in Umatilla County. This award was based on your low bid of $95,517.00 submitted on that date.

Contract forms will be sent to you for execution within the next few days.

Very truly yours,

Secretary

AN

cc - Mr. S. H. Probert
Mr. G. S. Paxson

RECEIVED

170-C-2

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION
DISTRICT ONE

MONTANA
OREGON
WASHINGTON

POST OFFICE BUILDING
PORTLAND, OREGON

MAY 6 -

May 2, 1940

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

This is to confirm our verbal concurrence in award of contract, as of this date, for Oregon Federal Aid Projects Nos. FAP 170-C (2) and FAP 170-D (2), the Pendleton-Adams Section of the Oregon-Washington Highway, to Edwin C. Gerber, Oregon City, Oregon, who submitted the low bid.

Very truly yours,

W H Lynch

W. H. LYNCH
District Engineer

170-C-2

April 27, 1940

Mr. W. H. Lynch
District Engineer
Public Roads Administration
P. O. Box 3900
Portland, Oregon

Dear Sir:

To provide you with the information requested in your letter of April 8, we have revised those sheets of the plans for the Pendleton-Adams Project, 170-C (2) and 170-B (2), on which oiling of road connections is to be done, and are sending to you the usual number of blueprint copies. The revised sheets show the limits of oiling for each road connection to be oiled.

We consider that all of the oiling proposed to be done on connecting roads has been made necessary by the construction of the new highway and that all of it is, therefore, a proper participating cost. Oiling is proposed to be done on only those portions of connecting roads which have had to be reconstructed to conform with the grade of the new highway or to provide intersections over which traffic can move to and from the new highway with safety, and without creating unnecessary hazard to the traffic on the new highway. This reconstruction of connecting roads necessarily extends, in some cases, beyond the right of way limits, and oiling beyond the right of way limits is sometimes necessary in order to properly bind the new surfacing and to provide suitable stopping and starting areas, as well as to prevent the carrying of rock and gravel onto the surfacing of the main highway. The angle of intersection, the grade of the approach road, and other variable factors have important bearing on the length and amount of oiling required. Neither the width of the right of way nor the position of the right of way boundary enters to the slightest extent in the determination of how far the oiling should extend.

Federal participation should, of course, be limited to the lengths of oiling required to provide satisfactory connections, but the establishment of the right of way limits as limits for the oiling does not seem to have any foundation in logic. Could it not be arranged to have the participating lengths determined by a representative of your Department after a field examination in company with a representative of our Department? If that can be done, we can limit our oiling to the lengths agreed upon and thus avoid the unsatisfactory situation which will arise if small quantities of unavoidable oiling outside of the right of way limits must be handled on a non-participating basis.

Very truly yours,

R. H. Baldock
State Highway Engineer

Form E-90—Revised—25M—9-38

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

La Grande, Oregon
April 20, 1940

Subject: Approaches to Pendleton-Adams Sec.

To: Mr. H. G. Smith,
Construction Engineer,
State Highway Commission,
Salem, Oregon

Dear Sir:

As requested in yours of April 19, I am furnishing herewith information relative to approaches on the Pendleton-Adams Section as called for on page 9 of the special provisions.

In the first instance I wish to advise that all of these approaches are either county roads or city streets which have been disturbed during construction of the new highway and the improvement of each approach is necessary as a part of the highway proper in order to eliminate hazards due to the tracking of rocks, gravel, mud and so forth on the highway and to further make the approaches satisfactory for traffic which must come to a stop on each approach before entering the main highway.

Station 14 - connections north and south are to Riverside Avenue, a city street.

Station 22 - South, approach from old highway which still serves a portion of the residential district of the Riverside addition.

Station 34 - North, this is paving the Y connection from the old highway to the new. The center of this Y is really at Station 36 instead of Station 34 as noted although 34 is the approximate connection of the main leg of the Y.

Station 36 - South, the connection to a county road leading from the highway to Riverside School as well as residential district of Riverside addition. Due to a change in the grade of the main highway of approximately 10' it was necessary to reconstruct this approach for a considerable distance outside of the right of way limits, hence the amount of 680 sq. yds. to be improved. The grade of the approach was considerably increased and it was agreed that the approach would be oiled in order to make it safe for traffic, a considerable portion of which is school busses. ✓ Steele Road

Form E-90—Revised—25M—6-39

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

La Grande, Oregon
April 20, 1940

Subject: Approaches to Pendleton-Adams Sec.

To: Mr. H. G. Smith,
Construction Engineer,
State Highway Commission,
Salem, Oregon.

Page No. 2

Station 205 - North and South connections to county Road.

Station 229 - One north and two south connections to county roads.

Station 291 - North and south connections to county roads.

Station 328 - North and South connections to county road.

Station 474 - North and south connections to county road.

Station 610 - South approach to new county road connection revised to fit the new highway. Area to be oiled includes a Y at the junction of the county road with the highway. Toppcon

Station 623 - North, this is the improvement of a city street leading from the town of Adams to the new highway, the improvement being necessary to furnish a connection to the highway for the town of Adams. [illegible]

Station 638 - North, surfacing of the Y connection to the old highway at the north end of the project.

The reason for the variances of the areas of the different approaches is by reason of the angle of intersection with the highway the angular intersection requiring more area to be oiled than a right angle intersection. In some cases in order to construct a satisfactory approach it was necessary to extend the same outside the right of way limits. In such cases the oiling is to extend over all of the rebuilt approach, but oiling does not extend beyond the right of way limits where the new approach construction did not.

It did not appear to me that there was any question as to the oiling of these approaches , as it is a necessary adjunct to the proper construction of the entire highway and should be included in the Federal Aid cooperation.

Yours very truly,

W. C. WILLIAMS
Division Engineer

WCW:js

Salem, Oregon
April 19th, 1940

Pendleton-Adams Section

Mr. W. C. Williams
Division Engineer
State Highway Department
La Grande, Oregon

Dear Sir:

Reference is made to the oil mat surface treatment to be applied to the connecting roads and streets as called for on Page 9 in the Pendleton-Adams surfacing and oiling specifications. The Public Roads Administration has objected to paying for this work outside the right of way line and has asked for additional information. They are asking for plan sheets showing the extent and location of the work desired.

In checking these over we are unable to understand the connection which you show to the south of Station 36, where 460 square yards to be oiled. Will you kindly submit a detail sketch showing how this approachenters the highway.

In addition there seems to be a lack of uniformity with respect to the length of the approach; that is, every approach appears to be of different length. Will you kindly give some explanation as to how you arrived at the proper length of the approaches, which presumably are for the purpose of preventing the gravel or mud from being tracked onto the highway.

We will insist that these are adjuncts to the highway necessary for safety and will request the P.R.A. to include them in the cooperation, but we will need definite information as to the length necessary to accomplish this purpose and detail information in that respect for each approach.

Very truly yours,

H. G. Smith
Construction Engineer

HGS:AR

(d) The quantity for which payment will be made at the price bid per cubic yard for "Mineral Aggregate in Place" shall be the number of cubic yards of crushed materials and screenings actually incorporated in the bituminous macadam wearing surface. It shall include the quantities of crushed materials and screenings used in patching, used to overcome bleeding, and used to correct defects. It shall not include quantities of materials intended for use in the bituminous macadam wearing surface, but left unused in stockpiles or elsewhere, and it shall not include quantities of materials wasted, quantities of materials used without the authority of the engineer, or quantities of materials used which do not conform with the specifications.

(e) Measurement of the crushed materials and the screenings as a basis for determining the pay quantity for the item of "Mineral Aggregate in Place" will be made in the trucks at the places of deposit on the road.

(f) The price bid for "Mineral Aggregate in Place" shall be understood to include and cover the cost of the producing, furnishing and hauling of the aggregates, as well as the cost of constructing the bituminous macadam wearing surface.

(g) Screen rejection materials shall be disposed of as hereinafter specified under the heading "Disposition of Screen Rejections."

OIL MAT SURFACE TREATMENT (TYPE 0-9 MODIFIED)

Work to Be Done:

Under this specification, the contractor shall apply an oil mat surface treatment (Type 0-9 Modified) on connections to existing roads and streets as follows:

Location by Station	Number of Connections	Side of Center Line	Approximate Area to Be Oiled	
14	2 109	North and South 109	445 sq. yds.	
22	1 98	South	200 " "	
34	1 338	North	680 " "	
36	1 227	South	460 " "	
205	2 105	North and South 105	430 " "	
229	3 98	North (1) and South (2) 98&98	600 " "	
291	2 82	North and South 82	340 " "	
328	2 98	North and South 98	400 " "	
474	2 69	North and South 69	285 " "	3840
610	1	South	360 " "	
623	1	North	2,200 " "	
638	1	North	600 " "	
		Total......	7,000 sq. yds.	

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION
DISTRICT ONE

MONTANA
OREGON
WASHINGTON

POST OFFICE BUILDING
PORTLAND, OREGON

April 8, 1940.

Mr. R. H. Baldock,
State Highway Engineer,
Salem, Oregon.

5 each of sheets 3-4-9-10 12 & 13

5 each of sheets 3 & 5

Dear Sir:

Reference is made to the P.S & E papers for Oregon Federal Aid Projects Nos. 170-C(2) and 170-D(2), the Pendleton-Adams Section.

These two projects which are to be surfaced with a bituminous macadam (B-11) wearing surface also provides for the application of an oil mat surface treatment on connections to existing roads and streets. The amount is shown on Page 9 of the special provisions as some 3840 sq. yds. We are advised that additional plan sheets for these two projects showing the extent and location of this work are desired. Will you please forward such plan sheets at your early convenience.

In this connection, it is our understanding that any portion of such work done as connecting roads, which lies outside of the right of way of the project is not eligible for Federal participation, and this should be taken into consideration when submitting the plan sheets.

Very truly yours,

W H Lynch

W. H. LYNCH
District Engineer

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION
DISTRICT ONE

MONTANA
OREGON
WASHINGTON

POST OFFICE BUILDING
PORTLAND, OREGON

170-C-2

April 1, 1940

Mr. R. H. Baldock,
State Highway Engineer
Salem, Oregon

Dear Sir:

P. S. and E. documents for Oregon Federal Aid Project 170-C (2), the Pendleton-State Farm Section of the Oregon-Washington Highway, have today been recommended for approval. This is your authority to advertise for bids, subject to final review and approval of the plans and specifications by the Commissioner of Public Roads.

Very truly yours,

W H Lynch

W. H. LYNCH,
District Engineer

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION
DISTRICT ONE

MONTANA
OREGON
WASHINGTON

POST OFFICE BUILDING
PORTLAND, OREGON

April 1, 1940

170-D-2

Mr. R. H. Baldock,
State Highway Engineer
Salem, Oregon

Dear Sir:

P. S. and E. documents for Oregon Federal Aid Project 170-D (2), the State Farm-Adams Section of the Oregon-Washington Highway, have today been recommended for approval. This is your authority to advertise for bids, subject to final review and approval of the plans and specifications by the Commissioner of Public Roads.

Very truly yours,

W H Lynch

W. H. LYNCH,
District Engineer

March 22, 1940

Mr. W. H. Lynch
District Engineer
Public Roads Administration
P. O. Box 3900
Portland, Oregon

Dear Sir:

Herewith are enclosed seven copies of estimate and three copies of right of way statement for the Pendleton-State Farm Section, Project No. FA 170-6 (2).

Five bid proposals and five sets of blueprint plans are being sent under separate cover.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/MR

Encl.

Oregon State Highway Department   Federal Aid Project No. 170-C (2)

PENDLETON-STATE FARM SECTION

OF THE OREGON-WASHINGTON HIGHWAY IN UMATILLA COUNTY

(Estimate to accompany plans and specifications. Not as basis for project agreement.)

Salem, Oregon, March 22, 19[illegible]

(Sta. 7+00 to 33+43.5)

30	cu. yds.	Filler	$ .30	$ 9.00
60	yd. mi.	Hauling Filler	.10	6.00
10	M-gals.	Sprinkling	1.60	16.00
0.50	mile	Preparation of Base	100.00	50.00
800	cu. yds.	Mineral Aggregate in Place	2.25	1,800.00
50	tons	Asphalt in Place	22.00	1,100.00
7	tons	Emulsified or RC-3 Asphalt in Seal Coat	22.00	154.00
350	cu. yds.	Crushed Rock Shoulders	1.30	455.00
			Subtotal	$ 3,590.00
			10% Engr. & Cont.	359.00
			Total	$ 3,949.00
		Length	0.500 mile	
		Cost per mile	$ 7,898.00	

(Sta. 33+43.5 to 398+25)

7,600	cu. yds.	1" - 0" Rock in Base	1.30	$ 9,880.00
3,170	cu. yds.	Filler	.30	951.00
5,040	yd. mi.	Hauling Filler	.10	504.00
990	M-gals.	Sprinkling	1.60	1,584.00
6.93	miles	Preparation of Base	100.00	693.00
10,600	cu. yds.	Mineral Aggregate in Place	2.25	23,850.00
670	tons	Asphalt in Place	22.00	14,740.00
96	tons	Emulsified or RC-3 Asphalt in Seal Coat	22.00	2,112.00
4,650	cu. yds.	Crushed Rock Shoulders	1.30	6,045.00
			Subtotal	$ 60,359.00
			10% Engr. & Cont.	6,035.90
			Total	$ 66,394.90

Length	6.932 miles
Cost per mile	$ 9,977.89

SUMMARY OF FUNDS REQUESTED

Item	Total Cost	Federal Aid	State Funds
(Sta. 7+00 to 33+43.5)	$ 3,949.00	$ 2,409.00	$ 1,540.00
(Sta. 33+43.5 to 398+25)	66,394.90	40,501.00	25,893.90
	$70,343.90	$ 42,910.00	$ 27,433.90

[illegible]

[illegible]

[illegible]

[illegible]

[illegible]

PENDLETON-STATE FARM SECTION

PROJECT NO. FA 170-C (2)

All necessary right of way has been acquired for this project.

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

March 22, 1940

CONTRACT # 2309

FA 170-A-2 South Milton Sec., Oregon- 1940
#2309 Washington Hwy.

Form E-1—5M—8-41

✓ R

OREGON STATE HIGHWAY COMMISSION

FIELD ENGINEER'S WEEKLY REPORT #4.

FOR CONSTRUCTION PROJECTS ONLY

170-G-2

For Week Ending December 6, 1941

Section South Milton

Kind of work Roadside Improvement

Highway Oregon - Washington

Section prefix 30-1130

Contractor Blair T. Alderman

Contract number 2309

Date of contract August 14, 1941

Date of completion November 15, 1941

Date work started September 23, 1941

Estimated date of completion November 8, 1941

Amount of contract $ 2688.50

Per cent of time elapsed 100 %

Estimated cost of completed project, exclusive of engineering $ 2796.04

Per cent of contract completed, based on total contract price 100 %

Engineering cost to date, $ 300., 186. %

Date project was completed November 8, 1941

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

Sent semi-final estimate to La Grande December 2, 1941.

sal

NOTED
RAY WEBBER

NOTED
H. N. HACKETT

DEC 8-1941

Signed L. R. Chandler

Address Pendleton, Oregon.

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAV
Miles in project					
Miles partially completed					
Miles completed					
Total estimated quantities					
Estimated quantities moved or placed to date					
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day					
Hours per shift					
Average force on project for week					

Percentages of men employed on contract to be secured from:

.... County, ...%; .... County, ...%; .... County, ...%; .... County, ...%;

	NUMBER USED AND SECURED FROM					CONTRACTOR'S KEY MEN, ETC.	L
	COUNTY	COUNTY	COUNTY	COUNTY	OTHER SOURCES		
Men							
Men and teams							
Men and trucks under 3 tons							
Men and trucks over 3 tons							
Men and tractors							

Equipment used during week: Shovels ...., Power graders ...., Rollers ...., Mixers ...., Crushing or screening plants ....

Compressors ...., Bulldozers ...., Sheet-foot rollers ...., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday			
Monday			
Tuesday			
Wednesday			
Thursday			
Friday			
Saturday			

STATE PRINTING DEPT.

R H Baldock

170-A-2

RECEIVED

February 7, 1941

COST ANALYSIS - FINAL REPORT

OREGON-WASHINGTON HIGHWAY, SOUTH MILTON SECTION
Contract 2309, Prefix 30-1127
Warren Northwest, Inc., Contractors
L. R. Chandler, Resident Engineer

Item	Cost	Quantity		Unit Cost	Unit Bid	Gross Revenue
*Clearing & Grubbing	210.00	100	%			200.00
*Trench Excavation	80.06	50.83	Cu. Yd.	1.58	1.50	76.25
*Common "	3,553.35	13,536.56	" "	0.26	0.25	3,384.14
*Solid Rock "	252.17	960.64	" "	0.26	0.25	240.16
*Finishing Roadbed & Slopes	212.10	0.505	Miles	402.00	400.00	202.00
*Rounding Cutbanks	280.98	2,676.00	Lin.Ft.	0.105	0.10	267.60
*Removal of Old Pavement	383.57	1,461.18	Sq. Yd.	0.26	0.25	365.30
*12" Concrete Pipe	7.88	6	Lin.Ft.	1.31	1.25	7.50
*18" " "	285.55	147	" "	1.94	1.85	271.95
*Salvaging Culvert Pipe	3.15	6	" "	0.525	0.50	3.00
*Concrete Curbs	327.92	17.35	Cu. Yd.	18.90	18.00	312.30
* " Sidewalks	245.90	133.82	Sq. Yd.	1.84	1.75	234.19
*Pit-run Gravel in Sub-base	670.64	2,129	Cu. Yd.	0.315	0.30	638.70
*Hauling Sub-base Material	297.99	2,838	Yd. Mi.	0.105	0.10	283.80
*1"-0" Gravel, Base & Shoulders	1,734.85	869.6	Cu. Yd.	2.00	1.90	1,652.24
*Sprinkling	337.68	160.8	M-Gals.	2.10	2.00	321.60
Class "B" Asphaltic Concrete	8,877.40	1,407	Tons	6.31	7.50	10,552.50
Cutback Asphalt Wearing Surface	4,741.56	751.5	"	6.31	7.50	5,636.25
	22,502.75					24,649.48

Gross Revenue	$24,649.48
Total Cost	22,502.75
Net Profit	$ 2,146.73

Net Profit Equals 8.7% of Gross Revenue

NOTED
State Highway Engineer

* Sublet to Whites Trucking Co.

Oregon-Washington Highway, South Milton Section

Detail of Cost

LABOR:

Supervision	502.99	
Labor	2,837.23	
State Industrial Accident Insurance	205.54	
Social Security & Unemployment Insurance	133.61	$ 3,679.37

MATERIALS:

Crushed Gravel	1,489 Cu.Yd.	@ $ 2.13	3,179.15	
Sand	341 " "	@ 2.06	701.52	
Asphalt	92.04 Tons	@ 18.28	1,682.57	
RC-3	34.21 "	@ 17.50	598.67	6,161.91

Equipment Rental, Supplies & Miscellaneous:

Equipment Rental		2,075.00	
Rented Equipment		88.00	
Gas, Oil & Grease		465.86	
Small Tools, Repairs & Misc.		83.65	
Freight & Cartage		511.96	
Misc. & Overhead Expense		236.79	
Bond		246.49	
Home Office	2% Of Gross Revenue	492.99	4,200.74

Sub-Contract:

White's Trucking Company	8,460.73	8,460.73
		$ 22,502.75

SOUTH MILTON SECTION

REMARKS:

This contract consisted of the grading, surfacing and paving of 0.505 miles of roadway. It was bid May 2nd, 1940; work was started May 29th and completed July 23rd.

The contractor performed the work on the asphaltic concrete, and sublet the remainder of the bid items. The paving was started on July 1st and completed July 13th.

The sub-contractor, Whites Trucking Company, suffered a loss of about $600.00 on their work. Warren-Northwest, however, made a good profit, and was the result of the use of a plant that was very portable yet was capable of good production.

E. H. CLYMER, Cost Analyst

By Henry Jullum

RECEIVED
OCT 31 1940
FOR FILING

170-A-2

October 30, 1940

United States Fidelity & Guaranty Co.
W. K. Sprott, Agent
Bedell Building
Portland, Oregon

Gentlemen:

You are hereby notified that State Highway Contract No. 2309, covering 0.51 mile grading and paving, on the South Milton Section of the Oregon-Washington Highway, in Umatilla County, has been completed by the contractors, Warren Northwest, Inc., and that final settlement will be made by the state with said contractors for work done under said contract on or after November 8, 1940. [illegible]

The state is not advised of any unpaid claims for labor or material, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the state assumes no responsibility for any such claims should there be any.

This notice is served upon you as you appear as surety on the bond furnished by the above contractor. Kindly acknowledge receipt of this letter.

For your information we wish to advise that the total amount paid the above contractor in connection with this contract will be $24,649.48, including the final payment, and that no force account work was performed thereon.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

By

Secretary

RS

NOTED
D. G. DeSart

RECEIVED
OCT 2 1940
FOR FILING

170-A-2

October 2, 1940

United States Fidelity & Guaranty Co.
Mr. M. K. Sprott
Bedell Building
Portland, Oregon

Gentlemen:

You are advised that it is the intention of the State Highway Commission to make semi-final payment to Warren Northwest, Inc., on Contract No. 2309, South Milton Section of the Oregon-Washington Highway, in Umatilla County. This payment will be made on or after October 12, 1940.

Kindly acknowledge receipt of this letter.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

By:

Secretary

RS

170-A-2

RECEIVED
SEP 25 1940
FOR FILING

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1
POST OFFICE BUILDING
PORTLAND, OREGON

RECEIVED
SEP 13 1940
OREGON
STATE HIGHWAY COMMISSION

IN YOUR REPLY PLEASE REFER TO FILE No.

Stencil No. 121
Ore. FAP 170-A (2)
South Milton Sec.
Oregon-Washington Hwy.

September 12, 1940

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

We are forwarding herewith, for your files, an executed copy of the ____________________ project agreement and certificate for the above numbered project.

Very truly yours,

W. H. LYNCH
District Engineer

By L. J. Caufield
L. J. Caufield
Sr. Highway Engineer

Encls.

wa4pr-6936

Form P. R. 2

State Oregon

Federal Aid Project No. 170-A(2)

PROJECT AGREEMENT

MEMORANDUM OF AGREEMENT made this 16th day of Aug, 1940

by and between The Oregon State Highway Commission, constituting

for the purpose hereof, the Highway Department of the State of Oregon hereinafter called the Highway Department, and the Federal Works Administrator, hereinafter called the Administrator, under and pursuant to the provisions of the act of Congress approved July 11, 1916 (39 Stat., 355), entitled "An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes," and of the act approved November 9, 1921 (42 Stat., 212), entitled "An Act to amend the Act entitled 'An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes,' approved July 11, 1916, as amended and supplemented, and for other purposes," and acts amendatory thereof or supplementary thereto:

Whereas the Highway Department of said State submitted on the 5th day of May, 1931, a project statement, which was approved on the 1st day of June, 1931, for the proposed construction of a project consisting of the road hereinafter described; and

Whereas the Highway Department, in accordance with the rules and regulations promulgated for the administration of the Federal Highway Act, has furnished surveys, plans, specifications, and estimates for Section A(2) of said project which were recommended for approval by the District Engineer of the Public Roads Administration on the 16th day of April 1940; and

Whereas the Administrator has certified to the Secretary of the Treasury his approval of said surveys, plans, specifications, and estimates, and the sum of seventeen thousand and 00/100 dollars ($17,000.00) as the share of the United States payable under said act on account of Section A(2) of said project, which does not exceed the authorized Federal pro rata share of the approved total estimated cost thereof:

Now, therefore, in consideration of the premises and of the several promises to be faithfully performed by each, as hereinafter set forth, the Highway Department and the Administrator do hereby mutually agree as follows:

10—11370

FUNDS AT THE DISPOSAL OF THE HIGHWAY DEPARTMENT

Article I. Funds for the use of the Highway Department in the construction of said project have been made available in the following manner, to wit:

(*a*) By the State from Chapter 175, laws 1917; Chapter 31, laws 1920; Chapter 529, laws 1939.
(Include date and citation of act of legislature by which authorized)

(*b*) From other sources
(State how placed under direct control of Highway Department)

ROAD EMBRACED IN PROJECT

Article II. This agreement covers the following highway as described in detail in said surveys, plans, and specifications:

Between survey station 4+22.8 in the NW 1/4 Section 13, T. 5 N., R. 35 E., and survey station 72+50 in Milton; (excepting therefrom that portion between survey stations 30+90 and 49+05)

, length 0.949 of a mile~~s~~, in Umatilla County, being Section A(2) of Oregon Federal Aid project No. 170, consisting of 0.949 of a mile~~s~~ of roadway and no bridges, ~~each~~ of more than 20 feet clear span. ~~of mile in length~~

CHARACTER AND METHOD OF CONSTRUCTION

ARTICLE III. The Highway Department will construct or cause to be constructed to final completion said project, in strict compliance with said plans and specifications, which are made a part hereof, under its direct supervision, which shall include adequate inspection throughout the course of construction, subject at all times to inspection and approval by the Administrator or his agents, and in accordance with the laws of said State, the rules and regulations of the Administrator, and the following conditions:

(*a*) It is agreed that the construction work on the project shall be performed by contract, unless the performance thereof by force account shall be approved by the Administrator or his authorized representatives. Such construction work as may be performed by force account shall be paid for on the basis of the units of work performed at the unit prices set forth in the estimate as approved by the Administrator, except that where the total actual cost is ascertained to be less than the estimate so approved the total Federal payments shall not exceed the Federal pro rata share of such total actual cost.

UNITED STATES PRO RATA SHARE OF THE COST OF SAID PROJECT

ARTICLE IV. The United States pro rata share of the value of the labor and materials which shall be actually put into the construction of Section A(2) of said project shall not in any event exceed the sum of seventeen thousand and 00/100 dollars ($17,000.00), certified to the Secretary of the Treasury as above mentioned, which does not exceed the authorized Federal pro rata share of twenty-seven thousand, eight hundred sixty-three and 54/100 dollars ($27,863.54), the approved total estimated cost of Section A(2) of said project.

PAYMENTS

ARTICLE V. As the construction of said project progresses, the Administrator shall from time to time draw warrants on the Secretary of the Treasury for the payment to State Treasurer

(Official or depository)

hereby designated by the Highway Department for that purpose and authorized under the laws of said State to receive public funds of the State of Oregon
(Name)
of such sums as shall not, together with previous payments, exceed the United States pro rata share, as above specified, of the value, as determined by the Administrator after inspection and approval, of the labor and materials which have actually been put into said construction work in compliance with the requirements of Article III hereof.

The Administrator reserves the right to withhold such sum as he may deem necessary to insure completion of construction in compliance with said plans and specifications.

MAINTENANCE OF PROJECT

ARTICLE VI. The Highway Department will maintain said project in compliance with said acts of July 11, 1916, and November 9, 1921, out of funds which have been or will be made available therefor by said State in the manner herein set forth, to wit: Chapter 529, laws 1939.
(Include reference to statute authorizing funds and probable amount annually available)

The Highway Department will use every means within its power to insure proper and permanent maintenance of said project, and to that end will provide for the constant making of needed repairs to preserve a smooth-surfaced highway.

Showing of authority of the Highway Department to execute agreements will be found in the agreement for project No. 112.

In witness whereof the parties have hereunto affixed their signatures, the Highway Department on the day and year first above written and the Administrator on the ______ day of AUG 28 1940, 19__

OREGON STATE HIGHWAY COMMISSION
(Official title of Highway Department)

By Henry F. Cabell
Chairman, State Highway Commission
(Title of officer)

By
Member, State Highway Commission
(Title of officer)

By ______
Member, State Highway Commission
(Title of officer)

By ______
______
(Title of officer)

By ______
______
(Title of officer)

FEDERAL WORKS ADMINISTRATOR,

By H. J. O'Leary
Acting Commissioner of Public Roads.

U. S. GOVERNMENT PRINTING OFFICE 16—11379

Form PR. 8—Revised

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION

CERTIFICATE OF APPROVAL OF PLANS, SPECIFICATIONS, AND ESTIMATES

(Under "An Act to provide that the United States shall aid the States in the construction of rural roads, and for other purposes," approved July 11, 1916, and acts amendatory thereof and supplementary thereto.)

To

The Secretary of the Treasury, and

The State Highway Department of the State of Oregon

Pursuant to the acts above cited, I hereby certify—

First. That in accordance with the provisions of said acts, I have approved the plans, specifications, and estimates submitted by the State Highway Department of the State of Oregon for the construction of a highway designated in the records of this Agency as Federal Aid Project No. 170-A(2) State of Oregon

Second. That in accordance with said provisions I have approved the sum of $ 27,863.54 as the total estimated cost of said project, and the sum of $ 17,000.00 as the share of the United States, payable under said acts on account of such project, which does not exceed the authorized Federal pro rata share of said total estimated cost.

Done at the city of Washington, this ______ day of AUG 28 1940

one thousand nine hundred and ______

Federal Works Administrator,

By ______
Acting Commissioner of Public Roads.

U. S. GOVERNMENT PRINTING OFFICE 16—10139

170-A-2

RECEIVED
SEP 13 1940
FOR FILING

RECEIVED
SEP 12 1940
OREGON
STATE HIGHWAY COMMISSION

SHELL OIL COMPANY
INCORPORATED

CHRONICLE BUILDING
W. 926 SPRAGUE AVENUE
SPOKANE, WASHINGTON

TELEPHONE RIVERSIDE 3121

September 11, 1940

State of Oregon
Department of Highways
Salem, Oregon

Gentlemen: Re: Warren Northwest, Inc.

It is our understanding that the State of Oregon Contract No. 2309 with Warren Northwest, Inc. as principal contractor, has been completed and accepted by the State of Oregon.

If this is true, please complete the last six questions on the attached form relative to this contract. We enclose a business reply envelope for your convenience when making a reply.

Yours very truly,

SHELL OIL COMPANY,
Incorporated

W. G. Niesen

Credit Department

WGN jv
enc.

OK - form returned 9/12/40
[illegible]

NOTED
D. G. DeSart

10 #10

Form E-1—5M—5-40

170-A

OREGON STATE HIGHWAY COMMISSION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending Sept 7,1940, 19

Section South Milton

Kind of work Grading and paving

Highway Oregon-Washington

Section prefix 30-1127

Contractor Warren Northwest

Contract number 2309

Date of contract May,22,1940, 19

Date of completion Aug 31,1940, 19

Date work started May 29,1940, 19

Estimated date of completion , 19

Amount of contract $ 25330.50

Per cent of time elapsed 100 %

Estimated cost of completed project, exclusive of engineering $ 27863.25

Per cent of contract completed, based on total contract price 100 %

Engineering cost to date, $ 1504.64, %

Date project was completed [illegible] july 23,1940, 19

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

The Semi-Final Estimate is ready to ship with the Monthly estimates.

NOTED
RAY WEBBER

Signed L. R. Chandler

Address Pendleton Oregon

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project					
Miles partially completed					
Miles completed					
Total estimated quantities					
Estimated quantities moved or placed to date					
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day					
Hours per shift					
Average force on project for week					

Percentages of men employed on contract to be secured from:

.... County, ...%; .... County, ...%; .... County, ...%; .... County, ...%

	NUMBER USED AND SECURED FROM					CONTRACTOR'S KEY MEN, ETC.	TOTAL
	COUNTY	COUNTY	COUNTY	COUNTY	OTHER SOURCES		
Men							
Men and teams							
Men and trucks under 3 tons							
Men and trucks over 3 tons							
Men and tractors							

Equipment used during week: Shovels ...., Power graders ...., Rollers ...., Mixers ...., Crushing or screening plants ....,

Compressors ...., Bulldozers ...., Sheet-foot rollers ...., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday			
Monday			
Tuesday			
Wednesday			
Thursday			
Friday			
Saturday			

STATE PRINTING DEPT.

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AUG 14 1940
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120-A-2

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION
DISTRICT ONE

MONTANA
OREGON
WASHINGTON

POST OFFICE BUILDING
PORTLAND, OREGON

August 9, 1940

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

Final inspection of Oregon FAP 170-A (2), South Milton Section of the Oregon-Washington Highway, was made by a representative of this office on July 23, 1940. Prompt submission of the final voucher will be appreciated.

Draft of agreement for this project was sent you August 8, 1940. Customary copies of the contract under which the work was carried on have not yet been received.

Very truly yours,

W. H. LYNCH
District Engineer

By L. Caufield
L. J. Caufield
Sr. Hwy. Engineer

Fun

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170-A-2
(Stencil #28)

ERAL WORKS AGENCY
ROADS ADMINISTRATION

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

POST OFFICE BUILDING
PORTLAND, OREGON

IN YOUR REPLY PLEASE REFER TO FILE No. Oregon FAP 170-A (2)
South Milton Section
Oregon-Washington Hwy.

August 8, 1940

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

We are forwarding herewith two copies of proposed project agreement for signature and return to this office.

Enclosed is an approved copy of the detail estimate, upon which the agreement was based, together with approved copy of specifications.

Very truly yours,

W. H. LYNCH
District Engineer

By T. M. Davis
T. M. Davis
Sr. Highway Engineer

RECEIVED
JUL 15 1940
~~FOR FILING~~

170-A-2

July 15, 1940

Mr. W. H. Lynch
District Engineer
Public Roads Administration
Post Office Box 3900
Portland, Oregon

Dear Sir:

Herewith are enclosed seven copies of estimate as basis for project agreement for the South Milton Section, Project No. FA 170-A (2).

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. E. Probert
Office Engineer

Dict. by J. W. Nash/GS

Encl.

Oregon State Highway Department   Federal Aid Project No. 170-A (2)

SOUTH MILTON SECTION OF THE
OREGON-WASHINGTON HIGHWAY IN UMATILLA COUNTY

(Estimate as basis for project agreement. Based on low bid prices.)

Salem, Oregon, June 14, 1940

WORK OUTSIDE OF CITY

22' Pavement (Sta. 4+22.8 to 13+03.3)

All Required		Clearing and Grubbing		$ 35.00
800	cu. yds.	Common Excavation	$ .25	200.00
0.17	mile	Finishing Roadbed and Slopes	400.00	68.00
600	lin. ft.	Rounding Cutbanks	.10	60.00
400	cu. yds.	Pit-run Gravel in Subbase	.30	120.00
550	yd. mi.	Hauling Subbase Material	.10	55.00
250	cu. yds.	1" - 0" Gravel in Base and Shoulders	1.90	475.00
50	cu. yds.	Filler	.25	12.50
25	yd. mi.	Hauling Filler	.15	3.75
10	M-gal.	Sprinkling	2.00	20.00
280	tons	Class "B" Asphaltic Concrete	7.50	2,100.00
120	tons	Cutback Asphalt Wearing Surface	7.50	900.00
			Subtotal	$ 4,049.25
			10% Engr. & Cont.	404.92
			Total	$ 4,454.17

Length 0.167 mile
Cost per mile $ 26,671.67

WORK INSIDE OF CITY

22' Pavement (Sta. 13+03.3 to 28+90)

All Required		Clearing and Grubbing		$ 63.00
50	cu. yds.	Trench Excavation	$ 1.50	75.00
15,000	cu. yds.	Common Excavation	.25	3,750.00
730	cu. yds.	Solid Rock Excavation	.25	182.50
0.30	mile	Finishing Roadbed and Slopes	400.00	120.00
2,250	lin. ft.	Rounding Cutbanks	.10	225.00

900	sq. yds.	Removal of Old Pavement	$ .25	$ 225.00
30	lin. ft.	12" Concrete Pipe	1.25	37.50
140	lin. ft.	18" Concrete Pipe	1.85	259.00
30	lin. ft.	Salvaging Culvert Pipe	.50	15.00
11	cu. yds.	Concrete Curbs	18.00	198.00
40	sq. yds.	Concrete Sidewalks	1.75	70.00
1,600	cu. yds.	Pit-run Gravel in Subbase	.30	480.00
2,050	yd. mi.	Hauling Subbase Material	.10	205.00
590	cu. yds.	1" - 0" Gravel in Base and Shoulders	.90	1,121.00
230	cu. yds.	Filler	.25	57.50
115	yd. mi.	Hauling Filler	.15	17.25
85	M-gals.	Sprinkling	2.00	170.00
600	tons	Class "A" Asphaltic Concrete	7.50	4,500.00
280	tons	Cutback Asphalt Wearing Surface	7.50	2,100.00
			Subtotal	$ 13,870.75
			10% Engr. & Cont.	1,387.07
			Total	$ 15,257.82

Length 0.300 mile
Cost per mile $ 50,859.40

Taper Section (Sta. 28+90 to 30+90)

All Required		Clearing and Grubbing		$ 8.00
200	cu. yds.	Common Excavation	$ .25	50.00
20	cu. yds.	Solid Rock Excavation	.25	5.00
.04	mile	Finishing Roadbed and Slopes	400.00	16.00
150	lin. ft.	Rounding Cutbanks	.10	15.00
9	cu. yds.	Concrete Curbs	18.00	162.00
80	sq. yds.	Concrete Sidewalks	1.75	140.00
100	cu. yds.	Pit-run Gravel in Subbase	.30	30.00
100	yd. mi.	Hauling Subbase Material	.10	10.00
50	cu. yds.	1" - 0" Gravel in Base and Shoulders	1.90	95.00
20	cu. yds.	Filler	.25	5.00
10	yd. mi.	Hauling Filler	.15	1.50
5	M-gals.	Sprinkling	2.00	10.00
150	tons	Class "B" Asphaltic Concrete	7.50	1,125.00
80	tons	Cutback Asphalt Wearing Surface	7.50	600.00
			Subtotal	$ 2,272.50
			10% Engr. & Cont.	227.25
			Total	$ 2,499.75

Length .038 mile
Cost per mile $ 65,782.89

Shoulder Widening (Sta. 49+05 to 67+48.5)

All Required	Clearing and Grubbing		$ 74.00
150 cu. yds.	Common Excavation	$ .25	37.50
200 tons	Class "B" Asphaltic Concrete	7.50	1,500.00
90 tons	Cutback Asphalt Wearing Surface	7.50	675.00
	Subtotal		$ 2,286.50
	10% Engr. & Cont.		228.65
	Total		$ 2,515.15
	Length	0.349 mile	
	Cost per mile	$ 7,206.73	

67' Pavement (Sta. 67+48.5 to 72+50)

All Required	Clearing and Grubbing		$ 20.00
150 cu. yds.	Common Excavation	$ .25	37.50
10 cu. yds.	1" - 6" Gravel in Base and Shoulders	1.90	19.00
270 tons	Class "B" Asphaltic Concrete	7.50	2,025.00
100 tons	Cutback Asphalt Wearing Surface	7.50	750.00
	Subtotal		$ 2,851.50
	10% Engr. & Cont.		285.15
	Total		$ 3,136.65
	Length	.095 mile	
	Cost per mile	$ 33,017.36	

SUMMARY OF FUNDS REQUESTED

Item	Total Cost	Federal Aid Funds	State Funds
Outside City			
22' Pavement	$ 4,454.17	$ 2,718.00	$ 1,736.17
Inside City			
22' Pavement	15,257.82	9,309.00	5,948.82
Taper Connection	2,499.75	1,525.00	974.75
Shoulder Widening	2,515.15	1,534.00	981.15
67' Pavement	3,136.65	1,914.00	1,222.65
	$ 27,863.54	$ 17,000.00	$ 10,863.54

State Funds for Construction: Chap. 175, laws 1917; Chap. 31, laws 1920; Chap. 529, laws 1939

State Funds for Maintenance: Chap. 529, laws 1939

170-A-2

May 27, 1940

Warren Northwest, Inc.
P. O. Box 5072
Portland, Oregon

Gentlemen:

We are forwarding to you today, by express, a fully executed copy of Contract No. 2309 which was awarded to you on May 2, 1940, for grading and paving the South Milton Section of the Oregon-Washington Highway, in Umatilla County. This is for your records and files.

Very truly yours,

JM:AM

Secretary

2309

RECEIVED
MAY 9 1940
FOR FILING

170-A-2

May 7, 1940

WARREN NORTHWEST, INC.
P. O. Box 5072
Portland, Oregon

Gentlemen:

We are sending you today by express four copies of Contract No. 2309 which was awarded to you on May 2, 1940, by the State Highway Commission, covering the grading and paving of the South Milton Section of the Oregon-Washington Highway, in Umatilla County.

Kindly execute all four copies of this contract as to agreement and bond and return them to this office for approval by the State Highway Commission. When this has been done a fully executed copy will be returned to you for your records and files. We will also send an executed copy to the surety on your bond.

Your special attention is called to the paragraph under Section 5 (page 14) of the printed General Provisions, relating to the Workmen's Compensation Act. You will be expected to accept the terms of this Act and to carry on your work under this contract in strict conformance thereto.

Your attention is also called to the mimeographed page immediately preceding the colored pages, relating to payment by the contractor of amounts due hospital associations, et cetera.

Very truly yours,

STATE HIGHWAY COMMISSION
By

Secretary

MBL

170-1-2

May 3, 1940

Warren Northwest, Inc.
Box 5072
Portland, Oregon

Gentlemen:

The State Highway Commission on May 2, 1940, awarded you the contract for 0.51 mile grading and 0.95 mile paving on the South Milton Section of the Oregon-Washington Highway, in Umatilla County. This award was based on your low bid of $25,330.50 submitted on that date.

Contract forms will be sent to you for execution within the next few days.

Very truly yours,

Secretary

AM

cc - Mr. S. H. Probert
Mr. G. S. Paxson

RECEIVED
AUG 21 1940
FOR FILING

170-A-2

May 2, 1940

Mr. W. H. Lynch
District Engineer
Public Roads Administration
Post Office Box 3900
Portland, Oregon

Dear Sir:

All necessary right of way has been acquired for the South Milton Section, Project No. FA 170-A (2).

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/ME

170-A-2

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION
DISTRICT ONE

MONTANA
OREGON
WASHINGTON

POST OFFICE BUILDING
PORTLAND, OREGON

May 2, 1940

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

This is to confirm our verbal concurrence in award of contract, as of this date, for Oregon Federal Aid Project No. FAP 170-A (2), the South Milton Section of the Oregon-Washington Highway, to Warren-Northwest, Inc., Portland, Oregon, who submitted the low bid.

Very truly yours,

W H Lynch

W. H. LYNCH
District Engineer

170-A-2

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION
DISTRICT ONE

MONTANA
OREGON
WASHINGTON

POST OFFICE BUILDING
PORTLAND, OREGON

April 16, 1940

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

P.S.& E. documents for Oregon Federal Aid Project No. 170-A (2), the South Milton Section of the Oregon-Washington Highway, have today been recommended for approval, subject to final review and approval by the Commissioner of Public Roads. This is your authority to advertise for bids.

Concurrence in award will be withheld until the right to occupy and use the right of way has been secured.

Copies of the usual town resolution covering encroachments should be forwarded with the agreement estimate.

Very truly yours,

W. H. LYNCH
District Engineer

By FE Andrews
F. E. Andrews
Sr. Highway Engineer

170-A-2

April 9, 1940

Mr. W. H. Lynch
District Engineer
Public Roads Administration
Post Office Box 3900
Portland, Oregon

Dear Sir:

Herewith are enclosed seven copies of estimate and three copies of right of way statement to accompany plans and specifications for the South Milton Section, Project No. FA 170-A (2).

Five bid proposals and five sets of blueprint plans are being sent under separate cover.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/MX

Encl.

Oregon State Highway Department　　　　　　Federal Aid Project No. 170-A (E)

[illegible] MILTON SECTION OF THE

OREGON-WASHINGTON HIGHWAY IN UMATILLA COUNTY

(Estimate to accompany plans and specifications. Not as basis for project agreement.)

Salem, Oregon, April 9, 1940

WORK OUTSIDE OF CITY

22' Pavement (Sta. [illegible] to 13+83.3)

All required		Clearing and Grubbing		$ 90.00
800	cu. yds.	Common Excavation	$ .25	200.00
0.17	mile	Finishing Roadbed and Slopes	300.00	51.00
600	lin. ft.	Rounding Cutbanks	.10	60.00
400	cu. yds.	Pit-run Gravel in Subbase	.30	120.00
550	yd. mi.	Hauling Subbase Material	.12	66.00
250	cu. yds.	1" - 6" Gravel in Base and Shoulders	1.50	375.00
50	cu. yds.	Filler	.40	20.00
25	yd. mi.	Hauling Filler	.15	3.75
10	M.gal.	Sprinkling	2.00	20.00
280	tons	Class "B" Asphaltic Concrete	6.00	1,680.00
120	tons	Outback Asphalt Wearing Surface	6.00	720.00
		Subtotal		$ 3,405.75
		10% Engr. & Cont.		340.57
		Total		$ 3,746.32

Length　0.167 mile
Cost per mile　$ 22,433.05

WORK INSIDE OF CITY

22' Pavement (Sta. 13+83.3 to [illegible])

All required		Clearing and Grubbing		$ 160.00
90	cu. yds.	Trench Excavation	$ 1.00	90.00
15,000	cu. yds.	Common Excavation	.25	3,750.00
730	cu. yds.	Solid Rock Excavation	.75	547.50
0.30	mile	Finishing Roadbed and Slopes	300.00	90.00

2,750	lin. ft.	Rounding Outbanks	$ .10	$ 275.00
900	sq. yds.	Removal of Old Pavement	.40	360.00
30	lin. ft.	12" Concrete Pipe	1.00	30.00
140	lin. ft.	18" Concrete Pipe	2.00	280.00
30	lin. ft.	Salvaging Culvert Pipe	1.00	30.00
11	cu. yds.	Concrete Curbs	22.00	242.00
40	sq. yds.	Concrete Sidewalks	1.50	60.00
1,600	cu. yds.	Pit-run Gravel in Subbase	.30	480.00
2,050	yd. mi.	Hauling Subbase Material	.12	246.00
590	cu. yds.	1" - 0" Gravel in Base and Shoulders	1.50	885.00
230	cu. yds.	Filler	.40	92.00
115	yd. mi.	Hauling Filler	.15	17.25
85	M-gal.	Sprinkling	2.00	170.00
600	tons	Class "B" Asphaltic Concrete	6.00	3,600.00
280	tons	Cutback Asphalt Wearing Surface	6.00	1,680.00
			Subtotal	$ 12,994.75
			10% Engr. & Cont.	1,299.47
			Total	$ 14,294.22
		Length	0.300 mile	
		Cost per mile	$ 47,647.40	

Taper Section (Sta. 28+90 to 30+90)

All required		Clearing and Grubbing		$ 20.00
200	cu. yds.	Common Excavation	$ .25	50.00
20	cu. yds.	Solid Rock Excavation	.75	15.00
.04	mile	Finishing Roadbed and Slopes	300.00	12.00
150	lin. ft.	Rounding Outbanks	.10	15.00
9	cu. yds.	Concrete Curbs	22.00	198.00
80	sq. yds.	Concrete Sidewalks	1.50	120.00
100	cu. yds.	Pit-run Gravel in Subbase	.30	30.00
100	yd. mi.	Hauling Subbase Material	.12	12.00
50	cu. yds.	1" - 0" Gravel in Base and Shoulders	1.50	75.00
20	cu. yds.	Filler	.40	8.00
10	yd. mi.	Hauling Filler	.15	1.50
5	M-gal.	Sprinkling	2.00	10.00
150	tons	Class "B" Asphaltic Concrete	6.00	900.00
80	tons	Cutback Asphalt Wearing Surface	6.00	480.00
			Subtotal	$ 1,946.50
			10% Engr. & Cont.	194.65
			Total	$ 2,141.15
		Length	.038 mile	
		Cost per mile	$ 56,346.05	

Shoulder Widening (Sta. 49+05 to 67+48.5)

All required		Clearing and Grubbing		$ 180.00
150	cu. yds.	Common Excavation	$ .25	37.50
200	tons	Class "F" Asphaltic Concrete	6.00	1,200.00
90	tons	Outback Asphalt Wearing Surface	6.00	540.00
			Subtotal	$ 1,957.50
			10% Engr. & Cont.	195.75
			Total	$ 2,153.25

Length 0.349 mile
Cost per mile $ 6,169.77

67' Pavement (Sta. 67+48.5 to 72+50)

All required		Clearing and Grubbing		$ 50.00
150	cu. yds.	Common Excavation	$ .25	37.50
10	cu. yds.	1" - 0" Gravel in Base and Shoulders	1.50	15.00
270	tons	Class "F" Asphaltic Concrete	6.00	1,620.00
100	tons	Outback Asphalt Wearing Surface	6.00	600.00
			Subtotal	$ 2,322.50
			10% Engr. & Cont.	232.25
			Total	$ 2,554.75

Length .095 mile
Cost per mile $ 26,892.10

SUMMARY OF FUNDS REQUESTED

Item	Total Cost	Federal Aid Funds	State Funds
Outside City			
22' Pavement	$ 3,746.32	$ 2,286.00	$ 1,460.32
Inside City			
22' Pavement	14,294.22	8,724.00	5,570.22
Taper Connection	2,141.15	1,307.00	834.15
Shoulder Widening	2,153.25	1,314.00	839.25
67' Pavement	2,554.75	1,559.00	995.75
	$24,889.69	$15,190.00	$ 9,699.69

Shoulder Widening (Sta. 49+05 to 67+48.5)

All required		Clearing and Grubbing		$ 180.00
150	cu. yds.	Common Excavation	$ .25	37.50
200	tons	Class "B" Asphaltic Concrete	6.00	1,200.00
90	tons	Cutback Asphalt Wearing Surface	6.00	540.00
		Subtotal		$ 1,957.50
		10% Engr. & Cont.		195.75
		Total		$ 2,153.25

Length 0.349 mile
Cost per mile $ 6,169.77

67' Pavement (Sta. 67+48.5 to 72+50)

All required		Clearing and Grubbing		$ 50.00
150	cu. yds.	Common Excavation	$ .25	37.50
10	cu. yds.	1" - 0" Gravel in Base and Shoulders	1.50	15.00
270	tons	Class "B" Asphaltic Concrete	6.00	1,620.00
100	tons	Cutback Asphalt Wearing Surface	6.00	600.00
		Subtotal		$ 2,322.50
		10% Engr. & Cont.		232.25
		Total		$ 2,554.75

Length .095 mile
Cost per mile $ 26,892.10

SUMMARY OF FUNDS REQUESTED

Item	Total Cost	Federal Aid Funds	State Funds
Outside City			
22' Pavement	$ 3,746.32	$ 2,286.00	$ 1,460.32
Inside City			
22' Pavement	14,294.22	8,724.00	5,570.22
Taper Connection	2,141.15	1,307.00	834.15
Shoulder Widening	2,153.25	1,314.00	839.25
67' Pavement	2,554.75	1,559.00	995.75
	$24,889.69	$15,190.00	$ 9,699.69

170-A-2

SOUTH MILTON SECTION

PROJECT NO. FA 170-A (2)

While negotiations for right of way are in progress, two parcels have not been acquired nor has the right to occupy and use these parcels been secured, but it is now believed that all necessary right of way can be made fully available within 20 days.

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

April 9, 1940

CONTRACT# [redacted] 2310

133-1008 Warm Springs River Bridge Section
Warm Springs Secondary 1940
#2310

RECEIVED
DEC 10 1940
FOR FILING

133-1008

December 9, 1940

Hartford Accident & Indemnity Co.
Hartford Building
San Francisco, Calif.

Attention: Lawrence Downey

Gentlemen:

This will acknowledge receipt of your letter of December 6 and advise that final payment, in the amount of $712.91, was mailed to Clifford A. Dunn on December 4, 1940.

Yours very truly,

OREGON STATE HIGHWAY COMMISSION

By

Secretary

[illegible]

M BISSELL
HAIRMAN BOARD OF DIRECTORS

PAUL RUTHERFORD
PRESIDENT

Hartford Accident and Indemnity Company

JOY LICHTENSTEIN
VICE-PRESIDENT
MILTON C. KENNEDY
ASSISTANT MANAGER

PACIFIC DEPARTMENT, HARTFORD BUILDING
SAN FRANCISCO, CALIFORNIA

FIDELITY AND SURETY DEPARTMENT
HAROLD BISHOPP, SUPERINTENDENT

December 6, 1940

Oregon State Highway Commission
Salem, Oregon

Re: Bond #1792143 - CLIFFORD A. DUNN - to
STATE OF OREGON - Contract: Bridge #2619
over Warm Springs River, Wasco Co, Oregon

Gentlemen:

You recently wrote us to the effect that State Highway Contract No. 2310 for contruction of the Warm Springs River bridge, had been completed by the contractor, Clifford A. Dunn, and that final settlement would be made on or after November 28, 1940.

We hereby acknowledge receipt of that letter and wish to inquire whether the said final settlement has been made. We are enclosing a reply envelope for your convenience.

Sincerely,

Lawrence Downey
Lawrence Downey
Surety Department

LD:MK

REFERRED
[illegible]
BY SECRETARY

[illegible]

RECEIVED
NOV 18 1940
FOR FILING

133-1008

November 18, 1940

HARTFORD ACCIDENT & INDEMNITY CO.
T. B. Watters, Local Agent
Klamath Falls, Oregon

Gentlemen:

You are hereby notified that State Highway Contract No. 2310, for construction of the Warm Springs River Bridge on the Warm Springs Highway in Wasco County, has been completed by the contractor, Clifford A. Dunn, and that final settlement will be made by the state with said contractor, for work done under said contract, on or after November 28, 1940.

The state is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues, or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the state assumes no responsibility for any such claims should there be any.

This notice is served upon you since you appear as surety on the bond furnished by the above contractor. Kindly acknowledge receipt of this letter.

For your information we wish to advise that the total amount paid the contractor in connection with this contract will be $15,295.50, of which $53.87 is for force account work.

Very truly yours,

STATE HIGHWAY COMMISSION

By
Secretary

DOD:MBL

RECEIVED
OCT 25 1940
FOR FILING

P2-1[illegible]08

October 25, 1940

HARTFORD ACCIDENT & INDEMNITY COMPANY
T. B. Watters, Resident Agent
Klamath Falls, Oregon

Gentlemen:

You are advised that it is the intention of the State Highway Commission to make semi-final payment to Clifford A. Dunn on Contract No. 2310, Warm Springs River Bridge on the Warm Springs Highway, in Wasco County. This payment, in the amount of $1,006.72, will be made on or after November 4, 1940. The retained percentage, which will be the approximate amount of the final estimate, is $451.01.

The state is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues, or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the state assumes no responsibility for any such claims should there be any.

Kindly acknowledge receipt of this letter.

Very truly yours,

STATE HIGHWAY COMMISSION
By

Secretary

DGD:MEL

NOTED
D. G. DeSart

Warm Springs River Bridge Contract No. 2310

MEMORANDUM OF AGREEMENT

THIS AGREEMENT, made and entered into this 11th day of October, 1940, by and between the STATE OF OREGON, acting by and through its State Highway Commission, hereinafter called "State," party of the first part, and CLIFFORD A. DUNN, an individual, hereinafter called "Contractor," party of the second part.

WITNESSETH THAT:

WHEREAS, the parties hereto on the second day of May, 1940, entered into a written agreement covering the construction of a bridge carrying the Warm Springs Secondary Highway across the Warm Springs River in Wasco County, Oregon, said agreement being known as State Highway Contract No. 2310; and

WHEREAS, all work under this contract was completed on September 26, 1940, in a satisfactory manner and in accordance with the terms of the contract; and

WHEREAS, in said contract the State advised the Contractor as follows:

> "Tests made by the Highway Commission indicate that sand and gravel of suitable quality for concrete work may be obtained from a deposit along the Warm Springs River near the bridge site.
>
> "The State Highway Commission does not by implication or otherwise guarantee the quality of all aggregates available at the above-mentioned source. No material will be accepted that does not conform fully to the requirements of the specifications for fine and coarse aggregates as set forth in the standard specifications."

and

WHEREAS, no sand suitable or acceptable for use in concrete without mixing with other material was found in said deposit, and the State required the Contractor to haul approximately thirty (30) per cent of all sand used from a deposit along White River at an additional cost as follows:

Labor			
Truck Driver	90½ hours at $0.75	$ 67.88	
Laborer	68½ hours at 0.60	41.10	
		$108.98	
Industrial Insurance at 10.5%		11.43	
Unemployment Compensation at 2.7%		2.94	
Social Security at 1.0%		1.09	
		$124.44	
Overhead, Bond, etc. at 15%		18.67	
			$143.11
Equipment Rental			
Two-cubic-yard Truck	16 hours at $1.25	$ 20.00	
Four-cubic-yard Truck	74½ " at 1.25	93.13	
		$113.13	
Overhead, Bond, etc. at 5%		5.66	
			118.79
Total			$261.90

NOW, THEREFORE, the premises in general being as above stated, it is hereby mutually agreed by and between the parties hereto as follows:

1. That the State shall pay to the Contractor the sum of $261.90 as full and complete compensation for the claims listed hereinabove.

2. That the Contractor agrees to accept the said payment of $261.90 as a full and complete settlement of all claims of every nature against the State in connection with said contract, except such sums as may be due and unpaid under the unit quantities and schedule of contract prices of said contract.

IN WITNESS WHEREOF, the said parties have caused this agreement to be executed in duplicate the day and year first above written.

STATE OF OREGON, by and through
its State Highway Commission

Attest:

Secretary

By Henry F. Cabell
As Chairman

Approved:

By
As Commissioner

Chief Engineer

By
As Commissioner
Party of the First Part

In the presence of:

Wm Anderson

H.M. Anderson

CLIFFORD A. DUNN

By Clifford A. Dunn
Party of the Second Part

133-1008

May 15, 1940

HARTFORD ACCIDENT & INDEMNITY COMPANY
T. B. Watters, Local Agent
Klamath Falls, Oregon

Gentlemen:

We are sending you today by express a fully executed copy of Contract No. 2310 which was awarded to Clifford A. Dunn on May 2 by the State Highway Commission, covering the construction of the Warm Springs River Bridge on the Warm Springs Highway, in Wasco County.

Inasmuch as you are surety for the contractor on this job, this copy of the contract is being sent you for your records and files.

Very truly yours,

STATE HIGHWAY COMMISSION
By

Secretary

MEL

RECEIVED
MAY 16
FOR FILE

133-1008

May 15, 1940

Mr. Clifford A. Dunn
Box 431
Klamath Falls, Oregon

Dear Sir:

We are sending you today by express a fully executed copy of Contract No. 2310 which was awarded to you on May 2 by the State Highway Commission, covering the construction of the Warm Springs River Bridge, on the Warm Springs Highway, in Wasco County.

This copy is for your records and files. We are also sending an executed copy to the surety on your bond.

Very truly yours,

STATE HIGHWAY COMMISSION
By

Secretary

MBL

133-1008

May 6, 1940

Mr. Clifford A. Dunn
P. O. Box 431
Klamath Falls, Oregon

Dear Sir:

We are sending to you today, by express, four copies of Contract No. 2310 which was awarded to you on May 2, 1940, for construction of a 210-foot concrete bridge on the Warm Springs River Bridge Section of the Warm Springs Secondary Highway, in Wasco County.

Will you kindly execute all four copies of this contract as to agreement and bond and return them to this office for approval by the Highway Commission. When this is done a fully executed copy will be returned to you for your records and files. We will also send an executed copy to the surety on your bond.

Your special attention is called to the provision under Section 7 of the General Provisions, page 13, relating to the Workmen's Compensation Act. You are expected to accept the terms of this Act and to carry on your work under this contract in strict conformance thereto.

Very truly yours,

AM

Secretary

132-1008

May 3, 1940

Mr. Clifford A. Dunn
Klamath Falls, Oregon

Dear Sir:

The State Highway Commission on May 2, 1940, awarded you the contract for construction of a 210 foot concrete bridge on the Warm Springs River Bridge Section of the Warm Springs Secondary Highway, in Wasco County. This award was based on your low bid of $15,640 submitted on that date.

Contract forms will be sent to you for execution within the next few days.

Very truly yours,

Secretary

AM

cc - Mr. S. H. Probert
Mr. G. S. Paxson

FORM [illegible]-1 9M 8-38

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION

SALEM

IN REPLY PLEASE
REFER TO FILE NO.

[illegible]

OTED

February 7th, 1939

Mr. Forrest Cooper
Resident Engineer
State Highway Dept.
Madras, Oregon

Dear Sir:

Will you kindly make some further studies of the Warm Springs River crossing on the Warm Springs Highway in line with the following:

A bridge located between Stations 728+30 and 729+30, or even 729 to 730, would be somewhat cheaper and more desirable on account of being on the flatter part of the vertical curve. Would there be any serious objection to making a channel change and placing the bridge at that location? If so, please furnish us with a sketch of the channel change with the exact location of the bridge.

Your high water data on the Warm Springs River is also somewhat unusual as you only show a rise of less than a foot. While this may be true for normal conditions, there must be an occasional sudden run-off from the mountains which would give a much higher flood stage. Please investigate this further.

Very truly yours,

R. H. BALDOCK
STATE HIGHWAY ENGINEER

By

H. G. Smith
Construction Engineer

HGS:AR

cc to: R. H. Baldock
W. E. Chandler

CONTRACT# [redacted] 2311

FLH 2-D-1 Warm Springs River Sec., 1940
Warm Springs Hwy.
#2311

RECEIVED
MAR 3 1942
FOR FILING

FILE 3-15-1

UNITED PACIFIC
Insurance Company
EXCHANGE BUILDING
SEATTLE, WASHINGTON

RECEIVED
MAR 3 - 1942

March 2, 1942

Oregon State Highway Commission
Salem
Oregon

RE: B 979 - Cochran & Gatton
Contract No. 2311

ATT: Mr. H. B. Glaisyer, Secretary

Gentlemen:

Your letter of February 27, 1942, together with the reply of our Portland office under date of February 28, 1942, has just been received here in the Home Office in Seattle.

With regard to the final estimate on the above contract we wish to request that the final estimate be paid in the same manner as have previous estimates on the job. That is, that the estimate be paid to the United Pacific Insurance Company, as assignee of Cochran & Gatton, the check being delivered to our Portland office in the Board of Trade Building.

Very truly yours,

UNITED PACIFIC INSURANCE COMPANY

John MacGillivray

John D. MacGillivray
Legal Department

jdm:em

REFERRED
BY SECRETARY

AUTOMOBILE---FIDELITY & SURETY---BURGLARY & THEFT
LIABILITY & PROPERTY DAMAGE---PLATE GLASS---GROUP DISABILITY

D. [illegible]

ECEIVED
FEB 27 1942
FOR FIL

7 C H 2-D-1

February 27, 1942

United Pacific Insurance Company
Jo Stroyan, Agent
Board of Trade Building
Portland, Oregon

Gentlemen:

You are hereby notified that state highway contract No. 2311 for work on the Warm Springs River Section of the Warm Springs Secondary Highway, in Wasco County, has been completed by the contractor, Cochran & Gatton, and that final settlement will be made on or after March 9, 1942.

The state is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the state assumes no responsibility for any such claims should there be any.

This notice is served upon you since you appear as surety on the bond furnished by the above contractor. Kindly acknowledge receipt of this letter.

For your information we wish to advise that the total amount paid the contractor in connection with this contract will be $21,305.23, including final payment. No force account was performed therein. This contract was completed on September 19, 1941, and was accepted by the Highway Commission on February 13, 1942.

Very truly yours,

HBG:AM

Secretary

NOTED
D. [illegible] DeSart

RECEIVED
FEB 24 1942
FOR FILING

7-H-2-D-1

February 21, 1942

Cochran and Gatton
7433 North Jersey Street.
Portland, Oregon

Gentlemen:

The State Highway Commission, at its meeting on February 13, 1942, granted you the extension of time requested from October 31, 1940, to September 19, 1941, without penalty, in connection with contract No. 2311 for grading the Warm Springs River Section of the Warm Springs Highway, in Wasco County.

Very truly yours,
STATE HIGHWAY COMMISSION

By

Secretary

[illegible]

cc - W. E. Chandler

RECEIVED
JAN 13 1942
FOR FILING

FLH 2-D-1

January 12, 1942

Contract No. 2311 - Cochran and Gatton

Mr. H. B. Glaisyer
Secretary

MEMO TO MR. GLAISYER

No action was taken on the time extension for Cochran and Gatton's contract No. 2311 covering the Warm Springs River Section of the Warm Springs Highway, which was submitted to the Commission at its meeting of December 18. Action thereon was deferred until the next regular meeting, at which time the amount of the engineering penalty should be given in accordance with Mr. Smith's recommendation, accompanying the request for extension of time.

The total penalty for the period from November 5, 1940, to December 14, 1940, is $42.67. The penalty for the period from March 10, 1941, to September 19, 1941, is $96.48, making a total penalty of $139.15.

Mr. Smith's letter of November 21, 1941, to the Public Roads Administration states that the contract overran by three per cent. The contract time should be extended by the equivalent percentage, or five days, making the expiration date equivalent to November 5, 1940. Also, he says the Highway Department acquiesced in the shutting down of the work from December 14, 1940, to March 10, 1941.

D. G. DeSart

DDG/mm

NOTED
D DeSart

R

RECEIVED
NOV 25 1941
FCR

FLH 2-9-1

November 24, 1941

United Pacific Insurance Company
Jo Stroyan, Agent
Board of Trade Building
Portland, Oregon

Gentlemen:

You are advised that it is the intention of the State Highway Commission to make semi-final payment to Cochran and Gatton, on contract No. 2311 covering 1.39 miles grading on the Warm Springs River Section of the Warm Springs Secondary Highway, in Wasco County. This payment, in the amount of $1,477.64, will be made on or after December 4, 1941. The retained percentage is $750.00.

The state is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the state assumes no responsibility for any such claims should there be any.

Kindly acknowledge receipt of this letter.

Very truly yours,
STATE HIGHWAY COMMISSION

By

Secretary

[illegible]

✓ R

Form E-1—3M—4-41

OREGON STATE HIGHWAY COMMISSION
FIELD ENGINEER'S WEEKLY REPORT
FOR CONSTRUCTION PROJECTS ONLY

Final Report

FLH 2-D-1

For Week Ending Nov. 8, 1941

Section Warm Springs River

Kind of work Grading

Highway Warm Springs

Section prefix 133-1009

Contractor Cochran & Gatton

Contract number 2311

Date of contract May 2, 1940

Date of completion Oct. 31, 1940

Date work started May 17, 1940

Estimated date of completion Sept. 19, 1941

Amount of contract $ 20,305.50

Per cent of time elapsed 277.5 %

Estimated cost of completed project, exclusive of engineering $ 21,305.23

Per cent of contract completed, based on total contract price 100 %

Engineering cost to date, $ 1342.49, 6.6 %

Date project was completed Sept. 19, 1941

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

Work was started clearing May ~~2~~17, 1940 and good progress was made. Grading was begun June 18, 1940 with 2 cats and two carryalls but progress was very slow as rock and cemented gravel was soon encountered and the equipment, which was badly worn, was almost daily breaking down. The equipment was not the right kind for the type of material.

The cuts Sta. 721 to 725 proved to be mostly solid lava rock and had to be drilled and shot and then it broke up large and "blocky" or didn't break up at all and had to be re-drilled. It was a tough proposition. Some of the same material was encountered on the south side of the Bridge, but this was more large boulders.

The Contractors rented a $\frac{3}{4}$ yd. shovel and some trucks from the Colonial Construction Co. and started to work about Sept. 16, 1940 and made some headway but gave up the shovel and trucks Nov. 15, 1940 as too expensive. They made the best progress with the shovel and trucks, but decided to try to finish with the carryalls. The Contractors discontinued work for the winter Dec. 14, 1940 due to bad weather.

The Contractors started work again Mar. 10, 1941 with 2 Cats. and 2 LeTourneaus and worked along all summer making very little headway, due mostly to breakdowns, until the job was finally completed Sept. 19, 1941.

Signed W. S. Hodge

Address Madras

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project	1.39				
Miles partially completed	1.39				
Miles completed	1.39				
Total estimated quantities	65,008				
Estimated quantities moved or placed to date	65,008				
Average daily quantities	150 time worked				
Average daily quantities necessary to complete project on time	----				
Number shifts per day					
Hours per shift					
Average force on project for week	0				

Percentages of men employed on contract to be secured from:

.... County, ...%; .... County, ...%; .... County, ...%; .... County, ...%

	NUMBER USED AND SECURED FROM					CONTRACTOR'S KEY MEN, ETC.	TOTAL
	COUNTY	COUNTY	COUNTY	COUNTY	OTHER SOURCES		
Men							
Men and teams							
Men and trucks under 3 tons							
Men and trucks over 3 tons							
Men and tractors							

Equipment used during week: Shovels ...., Power graders ...., Rollers ...., Mixers ...., Crushing or screening plants ....

Compressors ...., Bulldozers ...., Sheet-foot rollers ...., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday	Cloudy		
Monday	Rain		
Tuesday	Cloudy		
Wednesday	"		
Thursday	Fair		
Friday	"		
Saturday	"		

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OCT - 6 1941
FOR FILING

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION
DISTRICT ONE

MONTANA
OREGON
WASHINGTON

POST OFFICE BUILDING
PORTLAND, OREGON

RECEIVED
OCT 4 - 1941
STATE HIGHWAY [illegible]

September 29, 1941

FLH 2-D-1

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

Final inspection of Oregon FLH 2-D (1), Warm Springs River Section of the Warm Springs Highway, was made by a representative of this office on September 19, 1941, subject to submission of Form PR-47. Prompt submission of the final voucher will be appreciated.

Very truly yours,

W. H. LYNCH
District Engineer

By L J Caufield
L. J. Caufield
Sr. Highway Engineer

MEMBER ASSOCIATED GENERAL CONTRACTORS

2

RECEIVED
MAY 16 1941
FOR FILING

FLH 2-19-1

May 16, 1941

Collins Concrete and Steel Pipe Co.
3901 N. Columbia Boulevard
Portland, Oregon

Dear Sirs:

This will acknowledge receipt of your letter of May 14th and advise that contract No. 2311 with Cochran & Gatton for grading the Warm Springs River Section of the Warm Springs Secondary Highway in Wasco County has not yet been completed. It will probably require until about the First of July to complete this project. If you will inquire again at that time we will be pleased to furnish more definite information.

Yours very truly,

STATE HIGHWAY COMMISSION

By

Secretary

DGD:OA

AS THE PYRAMIDS"
Pyramid
CONCRETE PRODUCTS

J. J. COLLINS, PRESIDENT
UNIVERSITY 0605

Collins Concrete and Steel Pipe Co.
3901 N. COLUMBIA BOULEVARD
PORTLAND, OREGON

CONCRETE SEWER,
CULVERT AND IRRIGATION PIPE
CONCRETE METER BOXES
HIGHWAY GUARDRAIL POSTS
DRAINAGE TILE

CORRUGATED METAL CULVERT PIPE
GALVANIZED RANGE BOILERS
STEEL SEPTIC TANKS
ELECTRIC HOT WATER HEATERS
AIR CONDITIONING
(OIL BURNING) FURNACES

May 14, 1941.

State Highway Commission
Salem
Oregon

Gentlemen: RE: Contract No. 2311

Please be good enough to advise us the completion date and acceptance date of the contract awarded to Cochran & Gatton, covering work performed in Wasco County, Warm Springs River Bridge Section. Bids on this job were opened on May 2, 1940.

Our records show that the approximate completion date was October 31, 1940. Whether or not the job was actually completed on this date, we do not know and, of course, we have no way of knowing what date the job was actually accepted by your Department.

A prompt reply will be appreciated.

Yours very truly,

COLLINS CONCRETE & STEEL PIPE CO.

J. J. Collins WHU.

WHU J. J. COLLINS, President

REFERRED TO
DeSart
BY SECRETARY
prepare reply
HBG

MEMBER ASSOCIATED GENERAL CONTRACTORS

RECEIVED

FLH 2-5-1

.Baldock

Cost Analysis to December 10th, 1940
Warm Springs River Grading

Contract No. 2311
W. S. Hodge, Resident Engineer

Prefix 133-1009
Contractors - Cochran & Gatton

Description	Cost	Quantity	Unit Cost	Unit Bid	Gross Revenue
Clearing & Grubbing	$2,430.04	95%			$3,562.50
Danger Trees	450.00	300 sq. ft.	$1.50	$3.00	900.00
Trench Excavation	101.00	101 cu. yd.	1.00	1.00	101.00
Excavation, Single Class	19,311.07	43,100 " "	0.45	0.20	8,620.00
Truck Haul	715.16	4,700 yd. mi.	0.15	0.10	470.00
18" Concrete Pipe	232.04	120 lin. ft.	1.93	2.25	270.00
24" " "	183.53	66 " "	2.78	3.50	231.00
	$23,422.84				$14,154.50

Total Cost	$23,422.84
Gross Revenue	14,154.50
Net Loss	$9,268.34

Net Loss Equals 65.4% of the Gross Revenue

FLH 2-[illegible]-1

RECEIVED
JAN 4 1941

I.Baldock

Cost Analysis to December 10th, 1940
Warm Springs River Grading

Contract No. 2311
W. S. Hodge, Resident Engineer

Prefix 133-1009
Contractors - Cochran & Gatton

Description	Cost	Quantity	Unit Cost	Unit Bid	Gross Revenue
Clearing & Grubbing	$2,430.04	95%			$3,562.50
Danger Trees	450.00	300 sq. ft.	$1.50	$3.00	900.00
Trench Excavation	101.00	101 cu. yd.	1.00	1.00	101.00
Excavation, Single Class	19,311.07	43,100 " "	0.45	0.20	8,620.00
Truck Haul	715.16	4,700 yd. mi.	0.15	0.10	470.00
18" Concrete Pipe	232.04	120 lin. ft.	1.93	2.25	270.00
24" " "	183.53	66 " "	2.78	3.50	231.00
	$23,422.84				$14,154.50

Total Cost	$23,422.84
Gross Revenue	14,154.50
Net Loss	$9,268.34

Net Loss Equals 65.4% of the Gross Revenue

Warm Springs River Grading

Detail of Cost

Labor:

Supervision (Cochran & Gatton 30 wks at $70.00)	$2,100.00	
Labor	6,739.58	
State Industrial Accident Insurance	336.92	
Unemployment Insurance	269.55	
Social Security	67.38	
		$9,513.43

Materials:

18" Concrete Pipe	120 lin. ft.	at	$1.485	$178.20	
24" " "	66 " "	"	2.205	145.53	
					323.73

Equipment Rental and Supplies:

Equipment Rental	$5,807.00	
Hired Equipment	2,526.02	
Gas, Oil and Grease	1,698.00	
Small Tools & Misc. Supplies	1,497.62	
Explosives	1,281.63	
Freight & Cartage	408.50	
Main Office	200.00	
Bond	106.16	
Lumber	60.75	
		13,585.68

Total Cost	$23,422.84

REMARKS:

This contract was bid and awarded May 2nd, 1940; work was started May 17th, and on December 10th, the project was 70% complete.

The clearing and grubbing consisted of medium sized trees and brush. One 96 h.p. tractor was used to grub the smaller stumps and pile the debris for burning. Costs are about average for this type of work.

Of the 62,400 cu. yds. of single classification material in the project, 26,000 cu. yds. were estimated to be solid. Bids ranged from the $0.20 per cu. yd. of this contractor to $0.57, with an average of $0.36 per cu. yd. for the 13 bids submitted. The solid broke large, and some boulders were encountered. After considerable damage to the tractors and bulldozers the contractor hired an old shovel in Portland. This shovel broke down in the first five minutes of work so a 3/4 cu. yd. shovel and 1 - 8 yd. truck was hired from the contractor on the adjoining project. Production was low, however, due to the use of only one truck. Equipment consists of 1 - 75 h.p. tractor and 8 cu. yd. scraper, 1 - 96 h.p. tractor, bulldozer and 12 cu. yd. scraper, 1 - 105 cu. ft. compressor and the hired shovel and truck. One 8-hour shift is worked daily. The unit cost to date is higher than it will be upon the completion of the work because virtually all of the solid has been moved; whereas, only 69% of the total yardage has been excavated.

A severe loss is shown to date on this contract due to the extremely low bid and failure to prosecute the work to the utmost. The contractor estimates that his loss upon the completion of the project will amount to $7,000.00 cash in addition to receiving no rental for his equipment.

E. H. Clymer
Cost Analyst

By . . J. D. Nelson

RECEIVED
NOV 27 1940
FOR FILING

FH [illegible]

November 27, 1940

UNITED PACIFIC INSURANCE COMPANY
Exchange Building
Seattle, Washington

Attention John D. McGillivray

Gentlemen:

This will acknowledge receipt of your letter of November 26 and advise that the voucher in payment of Estimate No. 5 for work done to October 10 on the Warm Springs Highway Contract, No. 2311, in the amount of $1,526.10, was mailed to you on November 25 and you no doubt have it by this time.

Payment for Estimate No. 6 for work done to November 10 will be made in about ten days after receipt of the signed voucher, which was mailed to the contractor on November 19. This voucher is in the amount of $2,125.20.

Very truly yours,

STATE HIGHWAY COMMISSION

By
Secretary

DGD:MBL

NOTED
D. G. DeSart

UNITED PACIFIC
Insurance Company
EXCHANGE BUILDING
SEATTLE, WASHINGTON

RECEIVED
1940

November 26, 1940

Oregon State Highway Commission,
Salem, Oregon.

Attention: Mr. H. B. Glaisyer, Secretary

Re: Warm Springs Secondary Highway Contract
No. 2311 - Cochran & Gatton, contractors.
B-979

Dear Mr. Glaisyer:

We are in receipt of your letter of November 8, 1940 advising that the assignment from Cochran & Gatton to United Pacific Insurance Company which was filed with your Commission was in proper form and that the same would be honored by the State.

We are advised by our Portland office that to date the State Warrant in the sum of approximately $1522.00 in payment of the October 10 estimate has not as yet been received. As we are quite anxious to receive this payment in order to help finance the completion of the above contract, we would appreciate your advising us as to when we may expect this payment. We would further appreciate your advice as to the approximate amount payable on the November 10 estimate and as to when we may expect that payment. This information would be of assistance to us in working out our arrangements with the contractors.

Thanking you for your advice and cooperation in this matter, we are

Yours very truly,

UNITED PACIFIC INSURANCE COMPANY

John D MacGillivray
John D. MacGillivray,
Attorney
Claim Department

15,616
[illegible]

JDM:jo

AUTOMOBILE---FIDELITY & SURETY---BURGLARY & THEFT
LIABILITY & PROPERTY DAMAGE---STEAM BOILER---PLATE GLASS---GROUP DISABILITY

November 8, 1940

United Pacific Insurance Co.,
627 Board of Trade Building
Portland, Oregon

Attention: Mr. J. D. MacGillivray,
Claim Department

Gentlemen:

This acknowledges receipt of your letter of November 1 transmitting, in triplicate, assignment from Cochran & Gatton to the United Pacific Insurance Company of all moneys due or to become due them in connection with State Highway Contract No. 2311, for grading the Warm Springs River Section of the Warm Springs Secondary Highway, in Wasco County; also consenting to such assignment to the surety.

This assignment appears to be in proper form and we will be glad to honor it. Hereafter, warrants issued in payment for work accomplished on this project will be made out in favor of Cochran and Gatton, assigned to the United Pacific Insurance Company, as per the provisions of the assignment, and the United Pacific Insurance Company will be able to negotiate them.

Yours very truly,

HBG:MC

Secretary

cc - Carl F. Smith

MISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

C. B. McCULLOUGH
ASSISTANT HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION

SALEM

IN REPLY PLEASE
REFER TO FILE NO.

RECEIVED
NOV 9 1940
FOR FILING

FLH 2-D-1

October 28, 1940

Cochran & Gatton,
Warm Springs, Oregon.

Gentlemen:

Saturday we mailed to you for signature a voucher for $1,526.10, covering estimate 5, contract 2311. We have just received notice from the office of the Commission Secretary that you are assigning the payments on this work to the surety company. The Secretary's office is attending to the securing of your necessary blanket assignment on our standard form, but the Secretary of State requires that each assigned State claim bear its own individual executed assignment. I am, therefore, forwarding for your signature before a witness, a form to cover the voucher which was just mailed to you, and this should be signed and returned either with the signed voucher or separately if the voucher has already been returned.

Very truly yours,

R. H. BALDOCK
Chief Engineer

By Carl F Smith
Accounting Division

CFS:MM
Enc.
cc Mr. H. B. Glaisyer ✓

REFERRED TO DeSart
BY SECRETARY

File with other correspondence
HBG

NOTED
D. G. DeSart

October 28, 1940

United Pacific Insurance Company
400 Exchange Building
Seattle, Washington

Attention: J. D. MacGillivray
Attorney, Claim Dept.

Gentlemen:

This acknowledges your letter of October 26 forwarding assignment by Cochran and Gatton to the United Pacific Insurance Company of all sums now due or to become due them from the State of Oregon arising out of their contract No. 2311 for the grading of the Warm Springs River Section of the Warm Springs Highway in Wasco County, Oregon.

I regret to inform you that the form of assignment furnished does not meet our requirements, hence we cannot honor it. We shall be pleased, however, to honor an assignment prepared on our special form, four copies of which I inclose. Kindly have all four copies executed by Cochran and Gatton and return three of them to this office for the Highway Commission's records and files.

We appreciate the fact that the United Pacific Insurance Company is surety on the bond furnished by Cochran and Gatton on this job and we realize that the assignment is in favor of the United Pacific Insurance Company, nevertheless we will be pleased if you will kindly write us a letter giving your consent to the assignment.

The voucher covering the October estimate on this job was mailed to the contractor last week. I have asked the Auditor to withhold payment of the same, pending receipt of the assignment in proper form. In order that there may be no delay in delivery of the warrant, we will appreciate the return of the assignment at an early date. I am returning to you the assignment that you submitted.

Very truly yours,

Secretary

HBG:AM

RECEIVED
OCT 28 1940
STATE HIGHWAY COMMISSION

UNITED PACIFIC
Insurance Company

EXCHANGE BUILDING
SEATTLE, WASHINGTON

PORTLAND OFFICE
627 BOARD OF TRADE BUILDING
PORTLAND, OREGON

October 26th, 1940.

Oregon State Highway Commission,
Salem, Oregon.

ATTENTION: Mr. Glaisyer, Secretary

Gentlemen:

We are enclosing herewith duplicate and executed copy of an Assignment by Cochran & Gatton, to the United Pacific Insurance Company, of the estimates now due or to become due under Warm Springs Secondary Highway Contract #2311.

We assume that under this assignment, the payment of the October estimate and all future estimates under this contract will be made to the United Pacific Insurance Company at its Portland Office.

If this assumption is incorrect, will you please advise the writer, in care of the United Pacific Insurance Company, 400 Exchange Building, Seattle, Washington?

Yours very truly,

UNITED PACIFIC INSURANCE COMPANY

J D MacGillivray

J. D. MacGillivray,
Attorney,
Claim Department.

FCM:DAW
Enc.

ANSWERED
H. B. GLAISYER

FLH 2-D-1

RECEIVED
SEP 25 1940
FILING

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION

RECEIVED
SEP 13 1940
STATE HIGHWAY COMMISSION

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

POST OFFICE BUILDING
PORTLAND, OREGON

Stencil No. 124

IN YOUR REPLY PLEASE
REFER TO FILE No. **Ore. FLH 2-D (1)**
Warm Springs River Sec.
Warm Springs Sec. Hwy.

September 12, 1940

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

We are forwarding herewith, for your files, an executed copy of the ____________________ project agreement and certificate for the above numbered project.

Very truly yours,

W. H. LYNCH
District Engineer

By L Caufield
L. J. Caufield
Sr. Highway Engineer

Encls.

Gor

JWA4 PR-6935

Form P. R. 2

State Oregon

Project No. FLH 2-D(1)

PROJECT AGREEMENT

MEMORANDUM OF AGREEMENT made this 16th day of Aug., 1940

by and between The Oregon State Highway Commission, constituting

for the purpose hereof, the Highway Department of the State of Oregon hereinafter called the Highway Department, and the Federal Works Administrator, hereinafter called the Administrator, under and pursuant to the provisions of the act of Congress approved July 11, 1916 (39 Stat., 355), entitled "An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes," and of the act approved November 9, 1921 (42 Stat., 212), entitled "An Act to amend the Act entitled 'An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes,' approved July 11, 1916, as amended and supplemented, and for other purposes," and acts amendatory thereof or supplementary thereto; including particularly the amendatory act of June 24, 1930 (46 Stat. 805;)

Whereas the Highway Department of said State submitted on the 18th day of February, 19 31, a project statement, which was approved on the 20th day of March, 19 31, for the proposed construction of a project consisting of the road hereinafter described; and

Whereas the Highway Department, in accordance with the rules and regulations promulgated for the administration of the Federal Highway Act, has furnished surveys, plans, specifications, and estimates for Section D(1) of said project which were recommended for approval by the District Engineer of the Public Roads Administration on the 17th day of April 19 40; and

Whereas the Administrator has certified to the Secretary of the Treasury his approval of said surveys, plans, specifications, and estimates, and the sum of seventeen thousand, six hundred seventy and 00/100 dollars ($ 17,670.00) as the share of the United States payable under said act on account of Section D(1) of said project, which does not exceed the authorized Federal pro rata share of the approved total estimated cost thereof:

Now, therefore, in consideration of the premises and of the several promises to be faithfully performed by each, as hereinafter set forth, the Highway Department and the Administrator do hereby mutually agree as follows:

10—11879

FUNDS AT THE DISPOSAL OF THE HIGHWAY DEPARTMENT

ARTICLE I. Funds for the use of the Highway Department in the construction of said project have been made available in the following manner, to wit:

(a) By the State an amount sufficient to cover the cost of construction (Include date and citation of act of legislature by which authorized) not otherwise provided from Chap. 175, laws 1917; Chap. 31, laws 1920; Chap. 529, laws 1939.

(b) From other sources from funds made available under authorisations pursuant to the provisions of the Act approved June 24, 1930 (46 Stat. 805). (State how placed under direct control of Highway Department)

ROAD EMBRACED IN PROJECT

ARTICLE II. This agreement covers the following highway as described in detail in said surveys, plans, and specifications:

Between survey station 678+50.0 in the NW 1/4 Section 7, T. 7 S., R. 11 E., W.M., and survey station 753+92.0 in the SE 1/4 Section 18, T. 7 S., R. 11 E., W. M., (excepting therefrom that portion between survey stations 728+50 and 730+60)

, length 1.388 miles, in Wasco County, being Section D(1) of Oregon project No. FLH 2, consisting of 1.388 miles of roadway and no bridges, ~~each~~ of more than 20 feet clear span, ~~of a mile in length.~~

CHARACTER AND METHOD OF CONSTRUCTION

ARTICLE III. The Highway Department will construct or cause to be constructed to final completion said project, in strict compliance with said plans and specifications, which are made a part hereof, under its direct supervision, which shall include adequate inspection throughout the course of construction, subject at all times to inspection and approval by the Administrator or his agents, and in accordance with the laws of said State, the rules and regulations of the Administrator, and the following conditions:

(*a*) It is agreed that the construction work on the project shall be performed by contract, unless the performance thereof by force account shall be approved by the Administrator or his authorized representatives. Such construction work as may be performed by force account shall be paid for on the basis of the units of work performed at the unit prices set forth in the estimate as approved by the Administrator, except that where the total actual cost is ascertained to be less than the estimate so approved the total Federal payments shall not exceed the Federal pro rata share of such total actual cost.

UNITED STATES PRO RATA SHARE OF THE COST OF SAID PROJECT

ARTICLE IV. The United States pro rata share of the value of the labor and materials which shall be actually put into the construction of Section D(1) of said project shall not in any event exceed the sum of seventeen thousand, six hundred seventy and 00/100 dollars ($17,670.00), certified to the Secretary of the Treasury as above mentioned, which does not exceed the authorized Federal pro rata share of twenty-two thousand, three hundred thirty-six and 05/100 dollars ($22,336.05), the approved total estimated cost of Section D(1) of said project.

PAYMENTS

ARTICLE V. As the construction of said project progresses, the Administrator shall from time to time draw warrants on the Secretary of the Treasury for the payment to State Treasurer

(Official or depository)

hereby designated by the Highway Department for that purpose and authorized under the laws of said State to receive public funds of the State of Oregon

(Name)

of such sums as shall not, together with previous payments, exceed the United States pro rata share, as above specified, of the value, as determined by the Administrator after inspection and approval, of the labor and materials which have actually been put into said construction work in compliance with the requirements of Article III hereof.

The Administrator reserves the right to withhold such sum as he may deem necessary to insure completion of construction in compliance with said plans and specifications.

MAINTENANCE OF PROJECT

ARTICLE VI. The Highway Department will maintain said project in compliance with said acts of July 11, 1916, and November 9, 1921, out of funds which have been or will be made available therefor by said State in the manner herein set forth, to wit: Chapter 529, laws 1939.

(Include reference to statute authorizing funds and probable amount annually available)

The Highway Department will use every means within its power to insure proper and permanent maintenance of said project, and to that end will provide for the constant making of needed repairs to preserve a smooth-surfaced highway.

Showing of authority of the Highway Department to execute agreements will be found in the agreement for project No. 112.

In witness whereof the parties have hereunto affixed their signatures, the Highway Department on the day and year first above written and the Administrator on the ______ day of

AUG 26 1940, 19__

OREGON STATE HIGHWAY COMMISSION
(Official title of Highway Department)

By Henry F. Cabell
Chairman, State Highway Commission
(Title of officer)

By ______
Member, State Highway Commission
(Title of officer)

By ______
Member, State Highway Commission
(Title of officer)

By ______
______
(Title of officer)

By ______
______
(Title of officer)

Federal Works Administrator,

By M J O'Leary
Acting Commissioner of Public Roads.

U. S. GOVERNMENT PRINTING OFFICE 16—11379

Form PR. 3—Revised

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION

CERTIFICATE OF APPROVAL OF PLANS, SPECIFICATIONS, AND ESTIMATES

(Under "An Act to provide that the United States shall aid the States in the construction of rural roads, and for other purposes," approved July 11, 1916, and acts amendatory thereof and supplementary thereto.)

To

The Secretary of the Treasury, and

The State Highway Department of the State of Oregon

Pursuant to the acts above cited, I hereby certify—

First. That in accordance with the provisions of said acts, I have approved the plans, specifications, and estimates submitted by the State Highway Department of the State of Oregon for the construction of a highway designated in the records of this Agency as Project No. FLH 2-D(1) State of Oregon

Second. That in accordance with said provisions I have approved the sum of $ 22,336.05 as the total estimated cost of said project, and the sum of $ 17,670.00 as the share of the United States, payable under said acts on account of such project, which does not exceed the authorized Federal pro rata share of said total estimated cost.

Done at the city of Washington, this ______ day of AUG 26 1940

one thousand nine hundred and ______

Federal Works Administrator,

By ______
Acting Commissioner of Public Roads.

U. S. GOVERNMENT PRINTING OFFICE 16—10129

RECEIVED
[illegible]UG [illegible]0 1940

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION

FLH 2-29-1
(Stencil #28)

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

POST OFFICE BUILDING
PORTLAND, OREGON

IN YOUR REPLY PLEASE
REFER TO FILE No. Warm Springs River Section
Warm Springs Sec. Highway
Oregon FLH 2-D (1)

August 7, 1940

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

We are forwarding herewith two copies of proposed project agreement for signature and return to this office.

Enclosed is an approved copy of the detail estimate, upon which the agreement was based, together with approved copy of specifications.

Very truly yours,

W. H. LYNCH
District Engineer

By T. M. Davis
T. M. Davis
Sr. Highway Engineer

J20

RECEIVED
JUL 15 1940
FOR FILING

FLH 2-D-1

July 13, 1940

Mr. W. H. Lynch
District Engineer
Public Roads Administration
Post Office Box 3900
Portland, Oregon

Dear Sir:

Herewith are enclosed seven copies of estimate as basis for project agreement for the Warm Springs River Section, Project No. FLH 2-D (1).

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/GS

Encl.

Oregon State Highway Department Federal Aid Project No. FLH 2-B (1)

WARM SPRINGS RIVER SECTION OF THE
WARM SPRINGS HIGHWAY IN WASCO COUNTY

(Estimate as basis for project agreement. Based on low bid prices.)

Salem, Oregon, June 13, 1940

All Required		Clearing and Grubbing		$ 3,750.00
80	sq. ft.	Felling Danger Trees	$ 3.00	240.00
70	cu. yds.	Trench Excavation	1.00	70.00
62,400	cu. yds.	Excavation, Single Classif.	.20	12,480.00
15,300	yd. mi.	Truck Haul	.10	1,530.00
1.39	miles	Finishing Roadbed and Slopes	250.00	347.50
3,100	lin. ft.	Rounding Cutbanks	.08	248.00
120	lin. ft.	18" Concrete Pipe	2.25	270.00
140	lin. ft.	24" Concrete Pipe	3.50	490.00
220	cu. yds.	Riprap	4.00	880.00
			Subtotal	$ 20,305.50
			10% Engr. & Cont.	2,030.55
			Total	$ 22,336.05

Length of Roadway 1.388 miles
Cost per mile $ 16,092.25

FLH Funds- -	$ 17,670.00
State Funds- -	4,666.05
	$ 22,336.05

State Funds for Construction: Chap. 175, laws 1917; Chap. 31, laws 1920; Chap. 529, laws 1939
State Funds for Maintenance: Chap. 529, laws 1939

FLH 7-D-1 **CROSS REFERENCE SHEET**

Name or Subject Allocation of Federal Land Funds **File No.**

Letter to Commissioner of Public Roads
from Highway Commission and Lynch

Regarding **Date** 6/18/40

Asking that 50% of funds be allocated
to Warm Springs-National Forest Boundary
Section of Warm Springs Highway

SEE

Name or Subject **File No.**

CONSTRUCTION
Federal Aid
Allocations & Agreements

File cross reference form under name or subject at top of the sheet and by the latest date of papers. Describe matter for identification purposes. The papers, themselves should be filed under name or subject after "SEE."

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For use in all Filing Systems

FLH 2-D-1

May 15, 1940

COCHRAN & GATTON
7433 N. Jersey Street
Portland, Oregon

Gentlemen:

We are sending you today by express a fully executed copy of Contract No. 2311 which was awarded to you on May 2, 1940, by the State Highway Commission, covering the grading of the Warm Springs River Section of the Warm Springs Secondary Highway, in Wasco County.

This copy is for your records and files. We are also sending a copy to the surety on your bond.

Very truly yours,

STATE HIGHWAY COMMISSION
By

Secretary

MEL

FLH-2-B-1

May 15, 1940

UNITED PACIFIC INSURANCE COMPANY
Jo Streyan, Local Agent
Board of Trade Building
Portland, Oregon

Gentlemen:

We are sending you today by express a fully executed copy of Contract No. 2311 which was awarded to Cochran and Gatten on May 2 by the State Highway Commission, covering the grading of the Warm Springs River Section of the Warm Springs Secondary Highway in Wasco County.

Inasmuch as you are surety for the contracting firm on this job, we are sending you this copy of the contract for your records and files.

Very truly yours,

STATE HIGHWAY COMMISSION
By

Secretary

MBL

1514-2-D-1

May 7, 1940

Cochran & Gatton
7433 North Jersey St.
Portland, Oregon

Gentlemen:

We are sending to you today, by express, four copies of Contract No. 2311 which was awarded to you on May 2, 1940, for 1.39 miles grading on the Warm Springs River Section of the Warm Springs Secondary Highway, in Wasco County.

Will you kindly execute all four copies of this contract as to agreement and bond and return them to this office for approval by the Highway Commission. When this is done a fully executed copy will be returned to you for your records and files. We will also send an executed copy to the surety on your bond.

Your special attention is called to the provision under Section 5 of the General Provisions, page 14, relating to the Workmen's Compensation Act. You are expected to accept the terms of this Act and to carry on your work under this contract in strict conformance thereto.

Your attention is also called to the mimeographed page immediately following page 13 of the mimeographed Special Provisions, relating to the payment by the contractor of amounts due hospital associations, et cetera.

Very truly yours,

AM

Secretary

RECEIVED
MAY 6 1940
FOR FILING

7&H- 2-D-1

May 3, 1940

Cochran & Gatton
7433 North Jersey St.
Portland, Oregon

Gentlemen:

The State Highway Commission on May 2, 1940, awarded you the contract for 1.39 miles grading on the Warm Springs River Section of the Warm Springs Secondary Highway, in Wasco County. This award was based on your low bid of $20,305.50 submitted on that date.

Contract forms will be sent to you for execution within the next few days.

Very truly yours,

Secretary

AM

cc - Mr. S. H. Probert
Mr. G. S. Paxson

FLH 2-D-1

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION
DISTRICT ONE

MONTANA
OREGON
WASHINGTON

POST OFFICE BUILDING
PORTLAND, OREGON

MAY 6 - 1

May 2, 1940

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

This is to confirm our verbal concurrence in award of contract, as of this date, for Oregon Federal Lands Highway Project No. FLH 2-D (1), the Warm Springs River Section of the Warm Springs Secondary Highway, to Cochran and Gatton, Portland, Oregon, who submitted the low bid.

Very truly yours,

W H Lynch
W. H. LYNCH
District Engineer

RECEIVED
A G 21 1940
FOR FILING

FLH 2-D-1

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION
DISTRICT ONE

MONTANA
OREGON
WASHINGTON

POST OFFICE BUILDING
PORTLAND, OREGON

April 29, 1940

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

Reference is made to Mr. Probert's letter of April 10, 1940, enclosing P.S.& E. papers for Oregon Federal Lands Highway Project FLH 2-D (1), the Warm Springs Section.

Included in the above papers was one copy of right of way map signed by the Superintendent of the Warm Springs Reservation on April 9, 1940, also a similar map signed by the Assistant Secretary of the Interior. We are requested to submit two copies of each of these maps as evidence of the eligibility of the project for Federal Lands funds. Will you please submit two additional copies of these maps?

The alignment of this project differs materially from that shown on the project statement sketch map, and it is necessary that revised sketch maps be submitted as soon as possible. This revised sketch map should be brought up to date as to alignment and sections improved.

Very truly yours,

W H Lynch

W. H. LYNCH
District Engineer

RECEIVED
APR 22 1940
FOR FILING

FLH 2-D-1.

April 20, 1940

Mr. W. H. Lynch
District Engineer
Public Roads Administration
Post Office Box 3900
Portland, Oregon

Dear Sir:

We acknowledge receipt of your letter of April 17, regarding Oregon Federal Lands Highway Project FLH 2-D (1), the warm Springs River Section of the Warm Springs Highway.

Acting on your suggestion, we have advised our engineer in charge of this project to construct the channel change in the Warm Springs River with side slopes of 1½:1, subject, of course, to such variation as may be expedient due to classes of materials encountered in the excavations.

The State will provide a bladed roadway of adequate width along the new highway right of way extending from the south end of the above project to a connection with a cross road approximately 0.3 mile southerly thereof. This bladed roadway will permit the use of the new section of highway for the convenience of the traveling public.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

VGO'N:ME

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION
DISTRICT ONE

MONTANA
OREGON
WASHINGTON

POST OFFICE BUILDING
PORTLAND, OREGON

April 17, 1940

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

P.S.& E. documents for Oregon Federal Lands Highway Project FLH 2-D (1), the Warm Springs Section of the Warm Springs Highway, have today been recommended for approval, subject to final review and approval by the Commissioner of Public Roads. This is your authority to advertise for bids.

It is suggested that the slopes of the channel change be flattened to 1-1/2 to 1 for stability and to conform to the section shown on the informational copy of the plans for the Warm Springs Bridge.

Please advise what provision will be made for a connection at the south end of the project to existing roads.

Very truly yours,

W. H. LYNCH
District Engineer

By
F. E. Andrews
Sr. Highway Engineer

April 10, 1940

Mr. W. H. Lynch
District Engineer
Public Roads Administration
P. O. Box 3900
Portland, Oregon

Dear Sir:

Herewith are enclosed seven copies of estimate and three copies of right of way statement for the Warm Springs Section, Project No. FLH 2-D (1).

We are sending, under separate cover, the following papers:

1. Five copies of bid proposal.
2. Five sets of blueprint plans.
3. One copy of right of way map approved by the Department of the Interior.
4. One copy of map containing certificate of the Superintendent of the Warm Springs Indian Agency with regard to the status of lands traversed by the project.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/ER

Encl.

Oregon State Highway Department **Federal Aid Project No. FLM 8-D (1)**

WARM SPRINGS RIVER SECTION OF THE WARM SPRINGS HIGHWAY IN WASCO COUNTY

(Estimate to accompany plans and specifications. Not as basis for project agreement.)

Salem, Oregon, April 10, 1940

All Required		Clearing and Grubbing		$ 2,500.00
80	sq. ft.	Falling Danger Trees	$ 4.00	320.00
70	cu. yds.	Trench Excavation	1.00	70.00
62,400	cu. yds.	Excavation, Single Classif.	.40	24,960.00
15,300	yd. mi.	Truck Haul	.15	2,295.00
1.39	miles	Finishing Roadbed and Slopes	300.00	417.00
3,100	lin. ft.	Rounding Cutbanks	.10	310.00
120	lin. ft.	18" Concrete Pipe	2.00	240.00
140	lin. ft.	24" Concrete Pipe	3.00	420.00
220	cu. yds.	Riprap	2.50	550.00
			Subtotal	$ 32,082.00
			10% Engr. & Cont.	3,208.20
			Total	$ 35,290.20

Length of Roadway 1.388 miles
Cost per mile $ 25,425.21

FLM Funds- -	$ 17,670.00
State Funds- -	17,620.20
	$ 35,290.20

WARM SPRINGS RIVER SECTION

PROJECT NO. FLH 2-D(1)

All necessary right of way has been acquired for this project.

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

April 10, 1940

FORM 2-D-1 2500 4-38

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
OFFICE OF WM. E. CHANDLER, DIVISION ENGINEER
BEND, OREGON

IN REPLY PLEASE
REFER TO FILE NO.

RECEIVED
STATE HIGHWAY COMMISSION

Connect
Project
Secondary

March 9th
1939

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Attention: Mr. H. G. Smith

Dear Sir:

In reply to your inquiry of March 8th concerning a connection road at Station 753+90 on the proposed Warm Springs Secondary Highway project, Warm Springs River section, Mr. Cooper advises that there is approximately 800 feet of open level terrain to cross at the above mentioned station to connect up with the existing Simnasho Road. No estimate was submitted to cover this connecting road as he anticipated that practically no work at all would be involved in making the connection.

We call your attention to the Planning Survey Map, scale 1/2" = 1 mile which we sent to your office under date of March 6th.

Very truly yours,

WM. E. CHANDLER
DIVISION ENGINEER

By:
R. M. Smith

RMS:f

cc-Mr. R. H. Baldock ✓
Mr. Forrest Cooper

NOTED
State Highway Engineer

FORM 5-S-1 2500 4-38

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION

OFFICE OF WM. E. CHANDLER, DIVISION ENGINEER
BEND, OREGON

RECEIVED
MAR 10 19
STATE HIGHWAY COMMISSION

IN REPLY PLEASE
REFER TO FILE NO.

March 9th
1939

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Attention: Mr. H. G. Smith

Dear Sir:

In response to your letter of the relative to a breakdown in estimate price of unclassified excavation at $0.40.

The material as estimated by Mr. Cooper runs 40% common and 60% solid. On this basis we have estimated our bid at $0.18 for common and $0.55 for solid, or an average of $0.40.

Very truly yours,

WM. E. CHANDLER
DIVISION ENGINEER

By:
R. M. Smith

NOTED
Highway Engineer

RMS:f

cc-Mr. R. H. Baldock ✓

FORM 3-A-1 5M 9-38

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

IN REPLY PLEASE
REFER TO FILE NO.

Const
Projects
Secondary

March [illegible]th, 1939

NOTED
State Highway Engineer

Mr. W. [illegible] Chandler
Division Engineer
State Highway Dept.
Bend, Oregon

Dear Sir:

In regard to the Warm Springs River Section, plans for which were recently submitted, I note that the unclassified price is $0.40 per cubic yard. Will you kindly send me a breakdown on this price, showing the method of estimating it.

Very truly yours,

R. H. BALDOCK
STATE HIGHWAY ENGINEER

By

H. G. Smith
Construction Engineer

HGS:AR

cc to: R. H. Baldock

FORM 6-A-1 5M 6-38

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

IN REPLY PLEASE
REFER TO FILE NO.

March 8th, 1939

Current
Projects
Simnasho

Mr. W. B. Chandler
Division Engineer
State Highway Dept.
Bend, Oregon

NOTED
State Highway Engineer

Dear Sir:

With respect to the Warm Springs River Section of the Warm Springs Highway, please advise whether the end of the project at Station 753+90 is at the Simnasho Road. I have been trying to select a project with road connections at each end so that it would be usable, but the maps do not clearly indicate whether this connects with roads at each end.

Very truly yours,

R. H. BALDOCK
STATE HIGHWAY ENGINEER

By

H. G. Smith
Construction Engineer

HGS:AR

cc to: R. H. Baldock ✓
Forrest Cooper

FORM 5-8-1 2000 4-28

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISTER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
OFFICE OF WM. E. CHANDLER, DIVISION ENGINEER
BEND, OREGON

IN REPLY PLEASE
REFER TO FILE NO.

February 15th
1939

RECEIVED
FEB 16 19
COMMISSION

Const
Projects
Secondary

Mr. C. B. McCullough
Ass't. State Highway Engineer
Salem, Oregon

Attention: Mr. H. G. Smith

Dear Sir:

Reference is made to our letter of February 11th relative to the Warm Springs River Section of the Warm Springs Secondary Highway proposed grading and bridge construction project.

Mr. Cooper informs us that there is approximately thirty inches of snow in that locality and that it will be necessary for him to do considerable office work on field data previously secured with a view to shifting the location of the bridge endways and the construction of the channel change.

Therefore, if conveniently possible, please return to Mr. Cooper the profile and the 100' detail map.

Very truly yours,

WM. E. CHANDLER
DIVISION ENGINEER

By:
R. M. Smith

RMS:f

cc-Mr. C. B. McCullough ✓
Mr. Forrest Cooper

NOTED
C. B. McCullough

FORM 5-B-1 2000 4-38

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
OFFICE OF WM. F. CHANDLER, DIVISION ENGINEER
BEND, OREGON

IN REPLY PLEASE
REFER TO FILE NO.

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13 1939
FOR FILING

Const
Project
Secondary

February 11th
1939

Mr. C. B. McCullough
Ass't. State Highway Engineer
Salem, Oregon

NOTED
Ass't State Highway Engineer

Attention: Mr. H. G. Smith

Dear Sir:

Reference is made to your letter of the 7th instant requesting specifications on the Warm Springs River Section of the Warm Springs Secondary Highway with a change in length of the project from Station 651+85 to Station 691+50 instead of Station 751+92. On January 9th we sent you a tracing cloth profile of this survey together with the 100' detail map and tracing cloth vicinity map of the Warm Springs River.

If possible, we would like to secure prints of the tracing cloth map and a print from the 100' detail map.

It is noted that you have requested the Resident Engineer to conduct further investigations at the proposed Warm Springs River bridge site with a view to shifting the location of the bridge endways. This will no doubt affect the quantities in our estimate.

We would like to recommend that Mr. Cooper be furnished the field notes and three prints of the bridge vicinity map.

Very truly yours,

WM. F. CHANDLER
DIVISION ENGINEER

By:
R. M. Smith

RMS:f

cc-Mr. C. B. McCullough ✓

FORM [illegible] 1 5M 9-38

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

IN REPLY PLEASE
REFER TO FILE NO.

February 7th, 1939

[illegible]
[illegible]
Secondary

OTED

Mr. W. E. Chandler
Division Engineer
State Highway Dept.
Bend, Oregon

Dear Sir:

Please forward specifications for the Warm Springs River Section of the Warm Springs Secondary Highway to cost about $55,000 including a bridge estimated at about $20,000.

All
133-1008
[illegible]

This will require the project which Cooper sent in on January 9th, from Station 651+85 to Station 753+92 to be cut down in length somewhat. It occurs to me that the project could end at about Station 691+50 and probably reduce the funds sufficiently that it could be financed.

If you can submit this in the near future, I believe it can be contracted at the May letting.

Very truly yours,

R. H. BALDOCK
STATE HIGHWAY ENGINEER

By

H. G. Smith
Construction Engineer

HGS:AR

cc to: R. H. Baldock
Forrest Cooper

CONTRACT# [redacted] 2312

FAGM 186-D-1 Strassel U'Xing Sec., 1940
Wolf Cr. Hwy.
#2312

RECEIVED
JUL 9 1941
FOR FILING

FAGH 786-D-1

July 7, 1941

Federal Works Agency
Work Projects Administration
Bedell Building
Portland, Oregon

Attention: Harrison E. Devereaux

Gentlemen:

This will acknowledge receipt of your letter of July 3rd and advise that Contract No. 2312 with S. S. Montague for construction of the abutments for the Strassel undercrossing on the Wolf Creek Highway in Washington County was awarded May 2, 1940.

This contract in the amount of $17,147.00 was bonded by the General Casualty Company of America through their resident agents, Dooly & Co, Board of Trade Building, Portland.

Specified completion date was September 30, 1940 which was later extended by the Highway Commission to October 30, 1940, without penalty. The work under this contract was completed October 5, 1940, and accepted November 13, 1940. Final payment has been made to Montague to the amount of $15,716.76.

Yours very truly,

DGD:OA

Secretary

FEDERAL WORKS AGENCY
WORK PROJECTS ADMINISTRATION
OF OREGON
TWELFTH FLOOR—BEDELL BUILDING
PORTLAND, OREGON

E. J. GRIFFITH
STATE ADMINISTRATOR

July 3, 1941.

Mr. R. H. Baldock
Chief Engineer
Oregon State Highway Commission
Salem, Oregon

Attention: Mr. E. H. Clymer

Dear Mr. Baldock:

We would like to have the following information regarding the S. S. Montague contract for the construction of the underpass on the Wolf Creek Highway about two miles east of the summit:

1. Amount of contract
2. Nature of work
3. Date of award
4. Completion date or time allowed for completion, shown in the contract
5. Time extensions, if any
6. Date of completion
7. Date of acceptance

Yours very truly,

E. J. GRIFFITH
State Administrator

HARRISON E. DEVEREAUX, Director
Division of Operations

[illegible]

DICT. by J. W. [illegible]

RECEIVED
MAY 19 1941
FOR FILING

AFH 186-LG-1

COPY

May 16, 1941

Mr. W. H. Lynch
District Engineer
Publid Roads Administration
P. O. Box 3900
Portland, Oregon

Dear Sir:

We are enclosing herewith seven copies of estimate as basis for modified agreement for the Nyssa Undercrossing Section, Project No. WPGM-FAGM 70-A (1) (off), in which estimate we are requesting an increase of the Federal Aid Grade Crossing funds to absorb all present unobligated 1940 funds.

In our letter of March 3, 1941, we suggested that these funds could later be used to increase the set up of Federal funds on Project No. FAGH 186-D (1), but it now appears this project will underrun sufficiently to not require the additional funds. Accordingly, we are requesting that they be applied to reduce the State funds set up on Project No. WPGM-FAGM 70-A (1) (off).

Very truly yours,

R. H. Balcock
Chief Engineer

By

S. M. Probert
Office Engineer

Dict. by J. W. Nash/ER

Encl.

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION
DISTRICT ONE

MONTANA
OREGON
WASHINGTON

POST OFFICE BUILDING
PORTLAND, OREGON

May 10, 1941

REFERRED TO Probert
By Asst. Chief Engineer

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

Your letter of March 3, 1941, concerning unobligated Oregon Federal aid grade crossing funds which lapse on June 30, 1940, stated you would submit an estimate in the near future requesting modification of FAGH 186-D (1), the Strassel Undercrossing Section of the Wolf Creek Highway, by the substitution of available Federal for State funds.

We have not yet received this estimate and the time is growing short for putting through such a modification. Will you please give it your immediate attention or notify us what other disposition is to be made of the money.

In the meantime, a representative of this office made final inspection of the project on April 23, 1941. When the question of the modification is settled, prompt submission of the final voucher will be appreciated.

Very truly yours,

W H Lynch

W. H. LYNCH
District Engineer

DICT. by J. W. Nash/ER

March 3, 1941

Mr. W. H. Lynch
District Engineer
Public Roads Administration
P. O. Box 3900
Portland, Oregon

Dear Sir:

Reference is made to the inquiry contained in your letter of February 27, 1941, concerning the unobligated and unprogrammed balance of Oregon Federal Aid Grade Crossing funds which will lapse if not placed under agreement by June 30, 1941.

The set up of funds on certain projects, now under agreement, include State funds as follows:

Proj. No.	FAGM 56-D (1) (om)	Albany Overcrossing	$ 26,140.15
" "	FAGH 73 (5)	Tigard Overcrossing	87,721.85
" "	FAGH 196-D (1)	Strassel Undercrossing	3,380.70
" "	FAGM 70-A (1)	Nyssa Undercrossing	25,325.00
			$142,567.70

Accordingly, it is our desire to apply $26,140.15 of the 1939 unobligated funds on Project No. FAGM 56-D (1) (om), and to apply the remaining 1939 funds, in amount $15,442.15, on Project No. FAGH 73 (5). Likewise, the 1940 unobligated funds of $1,831.75 will be used to reduce the set up of State funds on Project No. FAGH 196-D (1)

This procedure appears desirable since no program revision will be required.

Revised estimates, requesting modification of the project agreements to conform with these suggested changes, will be submitted in the near future.

Very truly yours,

R. H. Baldock
Chief Engineer

By

S. H. Probert
Office Engineer

DICT. by J. W. Nash/ER

February 27, 1941

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

Our books show an unobligated and unprogrammed balance of Oregon Federal Aid Grade Crossing funds which will lapse if not under agreement by June 30, 1941, as follows:

1939 - $41,582.30
1940 - 1,831.75

It is suggested that in submitting the agreement estimate for SH-FAGH 186-F (1), the Davies Overcrossing of the Wolf Creek Highway, you might request that the project also be added to the 1939 and 1940 programs as a minor revision and 1939 and 1940 funds as listed above be substituted for part of the 1941 funds now obligated under P.S.& E.

If you prefer to use the balances listed above on another project, your wishes will be given consideration. However, we are calling the matter to your attention for prompt action so there may be no last minute rush to get the funds under agreement. SH-FAGH 186-F (1) is the only 1941 Federal Aid Grade Crossing project for which P.S.& E. have been submitted to date of a size capable of taking up the available free balances.

Very truly yours,

W. H. LYNCH
District Engineer

By

F. E. Andrews
Sr. Highway Engineer

RECEIVED
FEB 11 1941
FOR FILING

FAGH 18E-E-1

February 10, 1941

GENERAL CASUALTY COMPANY OF AMERICA
Dooly & Company, Local Agents
Board of Trade Building
Portland, Oregon

Gentlemen:

You are hereby notified that State Highway Contract No. 2312 for the construction of abutments for the Strassel Undercrossing has been completed by the contractor S. S. Montague and that final settlement will be made by the state with said contractor on or after February 20, 1941.

The state is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues, or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the state assumes no responsibility for any such claims should there be any.

This notice is served upon you since you appear as surety on the bond furnished by the above contractor. Kindly acknowledge receipt of this letter.

For your information we wish to advise that the total amount paid the contractor in connection with this contract will be $15,716.76 and that no force account work was performed therein. This contract was completed on October 5, 1940, and accepted on November 13, 1940.

Very truly yours,

STATE HIGHWAY COMMISSION

By
Secretary

DOD:mbl

RECEIVED
JAN 1 8 1941
FOR FILING

FAGH 186-D-1

January 15, 1941

Mr. S. S. Montague
115 S. W. 4th St.
Portland, Oregon

Dear Sir:

At the meeting of the State Highway Commission held on November 13, 1940, the following action was taken on your request for an extension of time:

"S. S. Montague, contract No. 2312, for construction of abutments to the Strassel Undercrossing on the Wolf Creek Highway, in Washington County, requested an extension of time of 30 days, from September 30 to October 30, 1940, with which to complete this job. He alleged that his failure to complete the project within the specified time limit was occasioned by intermitent delays caused by the Southern Pacific Company in the performance of certain work that the railroad company is doing in connection with this job. The Engineer advised that the contractor could not start his operations until the railroad company had driven false work which work was not commenced by the railroad company until about six weeks after the contract was awarded to Mr. Montague. He recommended in view of the circumstances that the extension of time requested be granted without penalty notwithstanding that the Public Roads Administration will not concur therein. A letter was presented from the Public Roads Administration setting forth its views in the matter and explaining why they could not approve the extension of time without penalty. After discussion the Commission voted unanimously to extend the time limit as requested without penalty in conformance with the Engineer's recommendation."

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

By

Secretary

RS

cc - F. D. Eason

2-40-1M

S-2000-B

Southern Pacific Company

PORTLAND, OREGON

E. L. KING,
SUPERINTENDENT

IN REPLY PLEASE REFER TO

RECEIVED
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FOR FILING

AY COMMISSION

FACH 186-D-1

RECEIVED
1940
COMMISSION

December 21, 1940

L-11-50119

Mr. S. S. Montague
115 S. W. Fourth Ave.
Portland, Oregon

Dear Sir:

This will acknowledge receipt of your letter of December 19th relative to being released from the insurance policy covering personal liability and property damage in connection with your contract at Strassel grade separation.

We will endeavor to get you such a releasement.

Yours truly,
(Signed) E. L. KING

Cy-Mr. H. B. Glaisyer, Secty.
State Highway Commission
Salem, Oregon

FORM E-90 REVISED 25M 9-40

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
December 12, 1940

ENGH 1-6-R-1

Subject: Abutments for Strassel
Undercrossing

To: Mr. R. H. Baldock
Chief Engineer
Office

REFERRED TO
R.H.B.
Asst State Highway Engineer

Dear Sir:

On May 2, 1940, a contract for the construction of the abutments for the Strassel Undercrossing was awarded to Mr. S. S. Montague. This is our Contract No. 2312. Under this contract, Mr. Montague did all of the excavation, but, because of the impracticability of getting an ordinary driver under the tracks, the railroad drove the piling for the main abutments with its track driver. Mr. Montague then drove the piling which support the wing walls and which are not interfered with by the railroad tracks. The abutments are in a dense clay material; and, in the driving of the piling, a volume of this clay, approximately equal to the volume of the piling driven, was forced up into the space between the piling and was later removed by Mr. Montague.

Our general specifications are not exactly clear on the method of payment for the removal of material forced up in this way. The excavation specification provides that the yardage of excavation paid for shall be that actually removed; however, under the piling specification a provision is included which states that "Any material forced up between the piles shall be removed to correct elevation before masonry for the foundations is placed." The specification further provides that "The price per pile paid for driving piles shall include full compensation for furnishing all labor, tools, materials, supplies, equipment, and other necessary or incidental costs of handling, driving, and cutting off piles . . . and all other incidental work connected therewith."

There is no way of exactly measuring the amount of material forced up in the pile driving operations; however, since the material is a dense clay, it is probable that the volume is approximately equal to the volume of the piling driven. This volume is approximately 180 cubic yards, and of this amount 58.45 cubic yards are in the abutment sections where the piling were driven by the railroad and the remainder in the wing walls where the piling were driven by Mr. Montague. Mr. Montague has asked payment at the price bid for "Excavation Below Elevations Shown" ($2.50 per cubic yard) for all of this material. I have told him that it was my interpretation that the material in the wing walls where he drove the piling was covered in the above specification as incidental work and that I would recommend payment for the material in the abutment sections where the railroad drove the piling and where he received no payment for such driving at the price bid for ordinary "Structural Excavation" (65 cents per cubic yard). He is not willing to accept this settlement and has asked that the matter be referred to you for further examination.

Very truly yours,

G S Paxson

G. S. Paxson
Bridge Engineer

GSP CM

RECEIVED
DEC 2 1940
FOR FILING

FAEH 186-E-1

November 29, 1940

GENERAL CASUALTY COMPANY OF AMERICA
Dooly & Company, Resident Agents
Board of Trade Building
Portland, Oregon

Gentlemen:

You are advised that it is the intention of the State Highway Commission to make semi-final payment to S. S. Montague on Contract No. 2312, construction of abutments for Strassel Undercrossing ~~on~~ the Wolf Creek Highway in Washington County. This payment, in the amount of $320.10, will be made on or after December 9, 1940. The retained percentage is $54.01.

The state is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the state assumes no responsibility for any such claims should there be any.

Kindly acknowledge receipt of this letter.

Very truly yours,

STATE HIGHWAY COMMISSION

By
Secretary

DGD:MBL

NOTED
D. G. DeSart

RECEIVED
OCT 25 1940
FOR FILING

October 25, 1940

GENERAL CASUALTY COMPANY OF AMERICA
Dooly & Company, Resident Agents
Board of Trade Building
Portland, Oregon

Gentlemen:

You are advised that it is the intention of the State Highway Commission to make semi-final payment to S. S. Montague on Contract No. 2312, Abutments for Strassel Undercrossing on the Wolf Creek Highway, in Washington County. This payment, in the amount of $4,933.92, will be made on or after November 4, 1940. The retained percentage, which will be the approximate amount of the final estimate, is $468.32.

The state is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues, or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the state assumes no responsibility for any such claims should there be any.

Kindly acknowledge receipt of this letter.

Very truly yours,

STATE HIGHWAY COMMISSION
By

Secretary

DGD:MBL

NOTED
D. G. DeSart

FORM E-30 REVISED 25M 5-40

RECEIVED
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FOR FILING

FA-- 181-1--1

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
October 16, 1940

Subject: Strassel Undercrossing
Abutments

To: Mr. H. B. Glaisyer
Secretary
Office

Dear Sir:

For your information S. S. Montague completed work on Contract 2312, Strassel Undercrossing Abutments, on October 5, 1940. Will you please secure authority from the Commission to pay the final estimate on this job.

The specified date for completion was September 30, 1940. We are arranging with the contractor to get in his request for extension of time. This will be forwarded you as soon as it is received from the contractor.

Yours very truly,

G. S. Paxson
Bridge Engineer

By W A Reeves

W. A. Reeves
Bridge Office Engineer

CAG:VM
cc: C. A. Gardner

APPROVED BY HIGHWAY COMMISSION
DATE November 13, 1940
H B Glaisyer
Secretary

RECEIVED
SEP 25 1940
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FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION

A SH 186-D-

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

POST OFFICE BUILDING
PORTLAND, OREGON

Stencil No. 124

IN YOUR REPLY PLEASE REFER TO FILE No. Ore. FAGH 186-D (1)
Strassel Undercrossing
Wolf Creek Highway

September 18, 1940

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

We are forwarding herewith, for your files, an executed copy of the ____________________ project agreement and certificate for the above numbered project.

Very truly yours,

W. H. LYNCH
District Engineer

By L J Caufield
L. J. Caufield
Sr. Highway Engineer

Encls.

Ian

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Wa4pr-7048

Form P. R. 2

State Oregon

Federal Aid Grade Crossing Project No. FAGM 186-D(1)

PROJECT AGREEMENT

MEMORANDUM OF AGREEMENT made this 16th day of Aug, 1940

by and between The Oregon State Highway Commission

, constituting

for the purpose hereof, the Highway Department of the State of Oregon hereinafter called the Highway Department, and the Federal Works Administrator, hereinafter called the Administrator, under and pursuant to the provisions of the act of Congress approved July 11, 1916 (39 Stat., 355), entitled "An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes," and of the act approved November 9, 1921 (42 Stat., 212), entitled "An Act to amend the Act entitled 'An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes,' approved July 11, 1916, as amended and supplemented, and for other purposes," and acts amendatory thereof or supplementary thereto; particularly Section 3 of the Act approved June 8, 1938 (Public No. 584, 75th Congress):

Whereas the Highway Department of said State submitted on the 10th day of October, 1938, a project statement, which was approved on the 24 day of November, 1938, for the proposed construction of a project consisting of the road hereinafter described; and

Whereas the Highway Department, in accordance with the rules and regulations promulgated for the administration of the Federal Highway Act, has furnished surveys, plans, specifications, and estimates for Section D(1) of said project which were recommended for approval by the District Engineer of the Public Roads Administration on the 17th day of April 1940; and

Whereas the Administrator has certified to the Secretary of the Treasury his approval of said surveys, plans, specifications, and estimates, and the sum of thirty-two thousand, and 00/100 dollars ($32,000.00) as the share of the United States payable under said act on account of Section D(1) of said project, which does not exceed the authorized Federal pro rata share of the approved total estimated cost thereof:

Now, therefore, in consideration of the premises and of the several promises to be faithfully performed by each, as hereinafter set forth, the Highway Department and the Administrator do hereby mutually agree as follows:

FUNDS AT THE DISPOSAL OF THE HIGHWAY DEPARTMENT

ARTICLE I. Funds for the use of the Highway Department in the construction of said project have been made available in the following manner, to wit:

(*a*) By the State from Chap. 175, laws 1917; Chap. 31, laws 1920; (Include date and citation of

Chapter 529, laws 1939.

act of legislature by which authorized)

(*b*) From other sources under Section 3 of the Act approved June 8, 1938,

(Public No. 584, 75th Congress).

(State how placed under direct control of Highway Department)

ROAD EMBRACED IN PROJECT

ARTICLE II. This agreement covers the following ~~highway as described in detail in said surveys,~~ ~~[illegible]~~

~~[illegible]~~ One underpass structure at survey station 1781+64.9 in the SE 1/4

Section 25, T. 3 N., R. 5 W., W. M.

~~[illegible]~~ ~~miles~~ in Washington County,

being Section D(1) of Oregon Federal Aid Grade Crossing project No. FAGH 186, ~~consisting of~~

~~miles of road and/or~~ ~~bridges each of more than 20 feet clear span~~

~~of a mile in length.~~

CHARACTER AND METHOD OF CONSTRUCTION

ARTICLE III. The Highway Department will construct or cause to be constructed to final completion said project, in strict compliance with said plans and specifications, which are made a part hereof, under its direct supervision, which shall include adequate inspection throughout the course of construction, subject at all times to inspection and approval by the Administrator or his agents, and in accordance with the laws of said State, the rules and regulations of the Administrator, and the following conditions:

(*a*) It is agreed that the construction work on the project shall be performed by contract, unless the performance thereof by force account shall be approved by the Administrator or his authorized representatives. Such construction work as may be performed by force account shall be paid for on the basis of the units of work performed at the unit prices set forth in the estimate as approved by the Administrator, except that where the total actual cost is ascertained to be less than the estimate so approved the total Federal payments shall not exceed the Federal pro rata share of such total actual cost.

UNITED STATES PRO RATA SHARE OF THE COST OF SAID PROJECT

ARTICLE IV. The United States pro rata share of the value of the labor and materials which shall be actually put into the construction of Section D(1) of said project shall not in any event exceed the sum of thirty-two thousand, and 00/100 dollars ($32,000.00), certified to the Secretary of the Treasury as above mentioned, which does not exceed the authorized Federal pro rata share of thirty-five thousand, three hundred eighty and 70/100 dollars ($35,380.70), the approved total estimated cost of Section D(1) of said project.

PAYMENTS

ARTICLE V. As the construction of said project progresses, the Administrator shall from time to time draw warrants on the Secretary of the Treasury for the payment to State Treasurer (Official or depository) hereby designated by the Highway Department for that purpose and authorized under the laws of said State to receive public funds of the State of Oregon (Name) of such sums as shall not, together with previous payments, exceed the United States pro rata share, as above specified, of the value, as determined by the Administrator after inspection and approval, of the labor and materials which have actually been put into said construction work in compliance with the requirements of Article III hereof.

The Administrator reserves the right to withhold such sum as he may deem necessary to insure completion of construction in compliance with said plans and specifications.

MAINTENANCE OF PROJECT

ARTICLE VI. The Highway Department will maintain said project in compliance with said acts of July 11, 1916, and November 9, 1921, out of funds which have been or will be made available therefor by said State in the manner herein set forth, to wit: Chapter 529, laws 1939. (Include reference to statute authorizing funds and probable amount annually available)

The Highway Department will use every means within its power to insure proper and permanent maintenance of said project, and to that end will provide for the constant making of needed repairs to preserve a smooth-surfaced highway.

Showing of authority of the Highway Department to execute agreements will be found in the agreement for project No. 112.

In witness whereof the parties have hereunto affixed their signatures, the Highway Department on the day and year first above written and the Administrator on the ____________ day of

AUG 27 1940, 19__

OREGON STATE HIGHWAY COMMISSION
(Official title of Highway Department)

By Henry F. Cabell
Chairman, State Highway Commission
(Title of officer)

By ____________
Member, State Highway Commission
(Title of officer)

By ____________
Member, State Highway Commission
(Title of officer)

By ____________
____
(Title of officer)

By ____________
____
(Title of officer)

FEDERAL WORKS ADMINISTRATOR,

By ____________
Acting Commissioner of Public Roads.

Form PR. 8—Revised

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION

CERTIFICATE OF APPROVAL OF PLANS, SPECIFICATIONS, AND ESTIMATES

(Under "An Act to provide that the United States shall aid the States in the construction of rural roads, and for other purposes," approved July 11, 1916, and acts amendatory thereof and supplementary thereto.)

To

THE SECRETARY OF THE TREASURY, AND

THE STATE HIGHWAY DEPARTMENT OF THE STATE OF Oregon

Pursuant to the acts above cited, I hereby certify—

FIRST. That in accordance with the provisions of said acts, I have approved the plans, specifications, and estimates submitted by the State Highway Department of the State of Oregon for the construction of a highway designated in the records of this Agency as Federal Aid Grade Crossing Project No. FAGH 186-D(1) State of Oregon

SECOND. That in accordance with said provisions I have approved the sum of $55,380.70 as the total estimated cost of said project, and the sum of $32,000.00 as the share of the United States, payable under said acts on account of such project, which does not exceed the authorized Federal pro rata share of said total estimated cost.

Done at the city of Washington, this ______ day of AUG 27 1940

one thousand nine hundred and ______

FEDERAL WORKS ADMINISTRATOR,

By ______
Acting Commissioner of Public Roads.

U. S. GOVERNMENT PRINTING OFFICE 16—10120

RECEIVED
AUG 20 1940
FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION

FAGH 186-D-1

(Stencil #28)

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

POST OFFICE BUILDING
PORTLAND, OREGON

IN YOUR REPLY PLEASE
REFER TO FILE NO. Oregon FAGH 186-D (1)
Strassel Undercrossing
Wolf Creek Highway

August 8, 1940

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

We are forwarding herewith two copies of proposed project agreement for signature and return to this office.

Enclosed is an approved copy of the detail estimate, upon which the agreement was based, together with approved copy of specifications.

Very truly yours,

W. H. LYNCH
District Engineer

By T. M. Davis
T. M. Davis
Sr. Highway Engineer

Lon

RECEIVED
JUL 15 1940
FOR FILING

186-D-1

July 13, 1940

Mr. W. H. Lynch
District Engineer
Public Roads Administration
Post Office Box 3900
Portland, Oregon

Dear Sir:

Herewith are enclosed seven copies of estimate as basis for project agreement for the Strassel Undercrossing, Project No. FAGH 186-D (1).

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/GS

Encl.

Oregon State Highway Department

Federal Aid Grade Separation
Project No. FAGM 186-D (1)

STRASSEL UNDERCROSSING ON THE

WOLF CREEK HIGHWAY IN WASHINGTON COUNTY

(Estimate as basis for project agreement. Based on low bid prices.)

Salem, Oregon, June 13, 1940

All Required		Shoring, Cribbing, etc.		$ 290.00
1,600	cu. yds.	Structural Excavation	$ .65	1,040.00
40	cu. yds.	Structural Excavation Below Plans	2.50	100.00
2,000	lin. ft.	Furnish Falsework Piling	.20	400.00
5,400	lin. ft.	Furnish Treated Foundation Piling	.72	3,888.00
110	only	Drive Foundation Piling	12.90	1,419.00
420	cu. yds.	Class "A" Concrete	18.50	7,770.00
38,000	lbs.	Metal Reinforcement	.06	2,280.00
				$ 17,147.00
58,000	lbs.	Structural Steel	.0427	2,476.60
All Required		Work to be Performed by Southern Pacific Company		12,134.00
				$ 31,757.00
		10% Engr. & Cont.		3,175.70
		R. R. Ret. and S. S. Taxes		448.00
				$ 35,380.70

FAGM Funds - $ 32,000.00
State Funds- 3,380.70

$ 35,380.70

State Funds for Construction: Chap. 175, laws 1917; Chap. 31, laws 1920;
Chap. 529, laws 1939
State Funds for Maintenance: Chap. 529, laws 1939

7612H 186-D-1

May 23, 1940

Mr. S. [illegible] Montague
115 S. W. 4th Avenue
Portland, Oregon

Dear Sir:

We are forwarding to you today, by express, a fully executed copy of Contract No. 2312 which was awarded to you on May 2, 1940, for construction of concrete abutments on treated piling foundations on the Strassel Undercrossing Section of the Wolf Creek Highway, in Washington County. This is for your records and files.

Very truly yours,

AM

Secretary

S. S. MONTAGUE
GENERAL CONTRACTOR
115 S. W. FOURTH AVENUE
PORTLAND, OREGON

RECEIVED
MAY 9 1940
FOR FILING

MAY 9 - 1

May 8, 1940

FAGH 196-E-1

Oregon State Highway Commission

Salem, Oregon

Gentlemen:

We are returning, by express, the four copies of contract number 2312 for the Strassel under-crossing, which have been executed by the writer both as to contract and Surety Bond.

We are taking up the matter of special public liability and property damage insurance as provided for the "Special Provisions" and will forward the policies as soon as issued.

Yours very truly,

S. S. Montague

S. S. Montague

SSM:vb

FAZ H 181-D-1
#2312

May 6, 1940

Mr. S. S. Montague
115 S. W. 4th Avenue
Portland, Oregon

Gentlemen:

We are sending you today by express four copies of Contract No. 2312 which was awarded to you by the State Highway Commission on May 2, 1940, covering the construction of abutments for the Strassel Undercrossing on the Wolf Creek Highway, in Washington County.

Will you pleqse execute all four copies of this contract as to agreement and bond and return them to this office for approval by the State Highway Commission. When this has been done a fully exevuted copy will be returned to you for your records and files. We will also send an executed copy to the surety on your bond.

Your special attention is called to the paragraph under Section 7 (page 13) of the printed General Provisions, relating to the Workmen's Compensation Act. You a re expected to carry on your work under this contract in strict conformance therewith.

Very truly yours,

STATE HIGHWAY COMMISSION
By

Secretary

MBL

7A # 186-D-1
231[illegible]

May 3, 1940

S. S. Montague
115 S. W. 4th Avenue
Portland, Oregon

Dear Sir:

The State Highway Commission on May 2, 1940, awarded you the contract for construction of concrete abutments on treated piling foundations on the [illegible] Undercrossing Section of the Wolf Creek Highway, in Washington County. This award was based on your low bid of $17,147 submitted on that date.

Contract forms will be sent to you for execution within the next few days.

Very truly yours,

Secretary

AM

cc - Mr. S. H. Probert
Mr. G. S. Paxson

FAGH 186-D-1

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION
DISTRICT ONE

MONTANA
OREGON
WASHINGTON

POST OFFICE BUILDING
PORTLAND, OREGON

May 2, 1940

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

This is to confirm our verbal concurrence in award of contract, as of this date, for Oregon Federal Aid Grade Crossing Project FAGH 186-D (1), the Strassel Undercrossing Section of the Wolf Creek Highway, to S. S. Montague, Portland, Oregon, who submitted the low bid.

Very truly yours,

W H Lynch
W. H. LYNCH
District Engineer

Oregon State Highway Department

Federal Aid Grade Separation
Project No. FAGH 186-D (1)

STRASSEL UNDERCROSSING ON THE
WOLF CREEK HIGHWAY IN WASHINGTON COUNTY

(Estimate to accompany plans and specifications. Not as basis for project agreement.)

Salem, Oregon, May 1, 1940

All Required	Shoring, Cribbing, etc.		$ 250.00
1,600 cu.yd.	Structural Excavation	$ 1.50	2,400.00
40 cu.yd.	Structural Excavation Below Plans	4.00	160.00
2,000 lin.ft.	Furnish Falsework Piling	.10	200.00
5,400 lin.ft.	Furnish Treated Foundation Piling	.70	3,780.00
110 only	Drive Foundation Piling	10.00	1,100.00
420 cu.yd.	Class "A" Concrete	22.00	9,240.00
38,000 lb.	Metal Reinforcement	.05	1,900.00
			$19,030.00
58,000 lb.	Structural Steel	.05	2,900.00
All Required	Work to Be Performed by Southern Pacific Company		12,134.00
			$34,064.00
	10% Engineering and Contingencies		3,406.40
	R. R. Ret. and S. S. Taxes		448.00
			$37,918.40
	FAGH Funds		$32,000.00
	State Funds		5,918.40
			$37,918.40

186-D-1

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION
DISTRICT ONE

MONTANA
OREGON
WASHINGTON

POST OFFICE BUILDING
PORTLAND, OREGON

April 17, 1940

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

P.S.& E. documents for Oregon Federal Aid Grade Crossing Project No. FAGH 186-D (1), the Strassel Undercrossing on the Wolf Creek Highway, have today been recommended for approval, subject to final review and approval by the Commissioner of Public Roads. This is your authority to advertise for bids.

Prompt submission of the bid tabulation and agreement estimate will be appreciated.

Very truly yours,

W. H. LYNCH
District Engineer

By
F. E. Andrews
Sr. Highway Engineer

April 12, 1940

Mr. W. H. Lynch
District Engineer
Public Roads Administration
P. O. Box 3900
Portland, Oregon

Dear Sir:

Herewith are enclosed seven copies of estimate and three copies of right of way statement for the Strassel Undercrossing, Project No. FAGH 186-D (1).

Five bid proposals each for the abutment and the structural steel contracts are being sent under separate cover. Likewise, we are sending five sets of blueprint plans.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/ER

Encl.

Oregon State Highway Department

Federal Aid Grade Separation
Project No. FAGM 186-D (1)

STRASSEL UNDERCROSSING ON THE
WOLF CREEK HIGHWAY IN WASHINGTON COUNTY

(Estimate to accompany plans and specifications. Not as basis for project agreement.)

Salem, Oregon, April 12, 1940

All Required		Shoring Cribbing, etc.		$ 250.00
500	cu. yds.	Structural Excavation	$ 1.50	750.00
40	cu. yds.	Structural Excavation Below Plans	4.00	160.00
2,000	lin. ft.	Furnish Falsework Piling	.10	200.00
5,400	lin. ft.	Furnish Treated Foundation Piling	.70	3,780.00
110	only	Drive Foundation Piling	10.00	1,100.00
420	cu. yds.	Class "A" Concrete	22.00	9,240.00
38,000	lbs.	Metal Reinforcement	.05	1,900.00
				$ 17,380.00
58,000	lbs.	Structural Steel	.05	2,900.00
All Required		Work to be Performed by Southern Pacific Company		12,134.00
				$ 32,414.00
		10% Engr. & Cont.		3,241.40
		R. R. Ret. and S. S. Taxes		448.00
				$ 36,103.40

FAGM Funds- -	$ 32,000.00
State Funds -	4,103.40
	$ 36,103.40

WORK TO BE PERFORMED BY THE SOUTHERN PACIFIC COMPANY ON THE STRASSEL UNDERCROSSING

PROJECT NO. FAGH 186-D (1)

			Labor	Material	Total
Job "A" Construct 132 ft. Falsework					
2,000	L. F.	Untr. Fir piles - Furnished by State			
7,203	FBM	Untr. ties	$	$ 158.00	
13,803	FBM	Untr. stringers		364.00	
1,979	FBM	Untr. caps		44.00	
107	FBM	Untr. shims		2.00	
1,440	FBM	Untr. blocking		32.00	
6,427	FBM	Untr. bracing	128.00	141.00	
4,080	FBM	Untr. posts		99.00	
1,152	FBM	Untr. shims		26.00	
720	FBM	Untr. miscell		16.00	
4,033	Lbs.	Iron		222.00	
100	Gals.	Gasoline		14.00	
20	Gals.	Oil		9.00	
10	NT	Coal		100.00	
		Drive piles 8 Days	704.00		
420	C. Y.	Excavation for deck	693.00		
		Cut off and space piles	110.00		
36,911	FBM	Frame and place	1,015.00		
		Move outfits	110.00		
		Work train	440.00	341.00	
		Unload and handle material	110.00		
		Flag and maintain traffic	220.00		
		Freight		22.00	
		6% SS & RR Ret. Act		204.00	
		10% WC & PL Ins.		340.00	
			$3,402.00	$2,125.00	$5,527.00
Job "B" - Drive 84 Bearing Piling & Erect Steel and Place Deck					
84	Ea.	Drive piles	$ 924.00	Furnished by State	
84	Ea.	Cut off & space	185.00		
		Work train	440.00	352.00	
28	NT	Erect steel	572.00	Furnished by State	
		Work train 3 Ds.	165.00	132.00	
		Loco crane 3 Ds.	66.00	50.00	
		Relief crane 2 Ds.	75.00	11.00	

			Labor	Material	Total
3,932	FBM	Burnett, Ties	$	$	
428	FBM	Guard timber, Burnett			
810	FBM	Burnett. Joists			
560	FBM	Burnett blocking			
774	FBM	Burnett walk			
768	FBM	Burnett handrailing			
7,272	FBM	Burnett fir	240.00	280.00	
1,200	Lbs.	Iron		66.00	
50	Gal.	Paint	100.00	110.00	
400	Lbs.	Engine sand		2.00	
		Paint and sand deck	33.00		
		Unload and handle material	165.00		
		Flag and maintain traffic	220.00		
		Remove flasework	440.00		
		Clean up	165.00		
		Move outfits	110.00		
		Freight on steel from Portland		172.00	
		Freight, Lumber and Iron		160.00	
		6% SS & RR Ret. Act		234.00	
		10% WC & PL Ins.		379.00	
			$3,900.00	$1,948.00	
					$5,848.00

Job "C" - Install Guard Rail Across Girders 24 Ft.

			Labor	Material	Total
248	L. F.	SH 90# rail 3.32 T	$	$ 84.00	
2	Ea.	End points		20.00	
28	Ea.	Rail braces		10.00	
94	Ea.	SH tie plates		10.00	
8	Prs.	Cont. Jts.		8.00	
32	Prs.	Nut lox		2.00	
		Bolts and spikes		9.00	
		Labor place	28.00		
		Handle material	11.00		
		Freight		3.00	
		6% SS & RR Ret. Act		2.00	
		10% WC & PL Ins.		4.00	
			$ 39.00	$ 152.00	
					191.00

Job "D" - Telegraph & Telephone Lines

	Labor	Material	Total
Remove and replace wires	$ 110.00	$	
6% SS & RR Ret. Act		7.00	
10% WC & PL Ins.		11.00	
	$ 110.00	$ 18.00	128.00

		Labor	Material	Total
Job "E" - Reballast & Restore Main Track Between Falsework & Abutments				
15 C. Y.	Gravel		$ 17.00	
	Surfacing	$ 30.00		
	6% SS & RR Ret. Act		1.00	
	10% WC & PL Ins.		2.00	
		$ 30.00	$ 20.00	
				$ 50.00
Job "F"				
	Engineering	$ 500.00		
	Miscell.	50.00		
		$ 550.00		
				550.00
Job "G"				
	Watchmen-Flagmen and Protection	$1,000.00		
		$1,000.00		
				1,000.00
Salvage				
9,000 FBM	SH stringers at $18.00		$Cr.162.00	
				Cr. 162.00

Totals:

Construction Items	$12,134.00
Engineering	550.00
Railroad Retirement and Social Security Taxes	448.00

STRASSEL UNDERCROSSING

PROJECT NO. FAGH 186-D (1)

All necessary right of way has been acquired for this project.

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

April 12, 1940

Stressel Undercrossing

Tabulation of Quantities

	Unit	Net Estimated Quantity	Allowance	Gross Quantity		
Shoring, Cribbing, etc.	all	all		all		250.—
Structural Excavation	cu.yd.	460	40	500	1.50	750.—
Struct. Excav. below Elev. Shown	cu.yd.		40	40	4.00	160.—
Furnish Falsework Piling	l.ft.	1955	45	2000	0.10	200.—
Furnish Treated Found. Piling	l.ft.	5095	305	5400	0.70	3780
Drive Foundation Piling	each	103	7	110	10.00	1100.—
Class "A" Concrete	cu.yd.	395	25	420	22.00	9240.—
Metal Reinforcement	lb.	36000	2000	38000	0.05	1900.—
						17380.—
Structural Steel	lb	55000	3000	58000	0.05	2900

SHEET 2 OF 3 SHEETS

STATION LOCATION AND BRIEF DESCRIPTION
Strassel, Ore 787.7 Tillamook Br, Construct UG
Hway Xing & Grant Easement Dwg P 9227
ESTIMATED BY

NO. PD 16104

DATE 2/20/40 19

UNIT	QUANTITY	CHARACTER OF WORK	AMOUNT		
			LABOR	MATERIAL	TOTAL
Job "A" Falsework Construct 132 ft false work					
LF	2215 2200	Untr Fir piles		Furnished by State	
FBM	7203	" ties		158	
"	13803	" stringers		364	
"	1979	" caps		44	
"	107	" shims		2	
"	1440	" blocking		32	
"	6427	" bracing	128	141	
"	4080	" posts		90	
"	1152	" shims		26	
"	720	" miscell		16	
Lbs	4033	Iron		222	
Gals	100	Gasoline		14	
"	20	Oil		9	
NT	10	Coal		100	
		Drive piles 8 Days	704		
CY	420	Excavation for deck	693		
		Cut off & space piles	110		
FBM	36911	Frame & place	1015		
		Move outfits	110		
		Work train	440	341	
		Unload & handle mtl	110		
		Flag & maintain traffic	220		
		Freight		22	
		6% SS & RR Ret Act		204	
		10% WC & PL Ins		340	
			3402	2125	
		DR RECOLLECTIBLE			5527
Job "B" - Drive 84 Bearing Piling & Erect Steel and Place Deck					
Ea	84	Drive piles	924	Furnished by State	
"	84	Cut off & space	185		
		Work train	440	352	
NT	28 ~~26~~	Erect steel	572	Furnished by State	
		Work train 3 Da	165	132	
		Loco crane 3 Da	66	50	
		Relief crane 2 Da	75	11	
FBM	3932	Burnett. Ties			
"	428	Guard timber, Burnett.			
"	810	Burnett. Joists			
"	560	" blocking			
"	774	" walk			
"	768	" handrailing			
FBM	7272	" fir	240	280	
Lbs	1200	Iron		66	
Gal	50	Paint	100	110	
Lbs	400	Engine sand		2	
		Paint & sand deck	33		
		Unload & handle mtl	165		
		Flag & maintain traffic	220		
		Remove falsework	440		
		Clean up	165		
		Move outfits	110		
		Freight on steel from Portland		172	
		Freight Lmbr & Iron		160	
		6% SS & RR Ret Act		234	
		10% WC & PL Ins		379	
			3900	1948	
		~~DR RECOLLECTIBLE~~			5848

[illegible] C. S. 30-2

DISTRIBUTION DETAIL OF WORK ORDER

SHEET 3 OF 3 SHEETS

STATION LOCATION AND BRIEF DESCRIPTION Strassel, Ore 787.7 Tillamook Br, Const UG
Highway Xing & Grant Easement Dwg P 9227

NO. PD 16104

ESTIMATED BY

DATE 2/20/40 19

UNIT	QUANTITY	CHARACTER OF WORK	AMOUNT		
			LABOR	MATERIAL	TOTAL
Job "C" Install Guard Rail across Girders 124 Ft					
LF	248	SH 90# rail 3.32 T		84	
Ea	2	End points		20	
"	28	Rail braces		10	
"	94	SH tie plates		10	
Prs	8	Cont Jts		8	
"	32	Nut lox		2	
		Bolts & spikes		9	
		Labor place	28		
		Handle mtl	11		
		Freight		3	
		6% SS & RR Ret Act		2	
		10% WC & PL Ins		4	
			39	152	
		~~DR RECOLLECT~~			191
Job "D" Telegraph & Telephone Lines					
		Remove & replace wires	110		
		6% SS & RR Ret Act		7	
		10% WC & PL Ins		11	
			110	18	
		DR RECOLLECT			128
Job "E" Reballast & Restore Main Track Between Falsework & Abutments					
CY	15	Gravel		17	
		Surfacing	30		
		6% SS & RR Ret Act		1	
		10% WC & PL Ins		2	
			30	20	
		~~DR RECOLLECT~~			50
Job "F"					
		Engineering	500		
		Miscell	50		
			550		
		~~DR RECOLL~~			550
Job "G"					
		Watchmen-Flagmen and Protection	1000		
			1000		
		~~DR RECOLL~~			1000
		TOTAL		~~$13,294~~	
Salvage					
FBM	9000	SH stringers @ 18.00		Cr 162	
				Cr 162	
		~~CR RECOLLECTIBLE & DR MOH~~			Cr 162
		~~Less Salvage - $162~~		~~$13,132~~	

CONTRACT#2313

FAGM 186-D-1 Steel for Strassel 1940
U'Xing, Wolf Cr. Hwy.
#2313

RECEIVED
FEB 3 1942
FOR FILING

[illegible]

January 30, 1942

Mr. W. H. Lynch
District Engineer
Public Roads Administration
Post Office Box 3900
Portland, Oregon

Dear Sir:

In accord with the request contained in your letter of December 10, 1941, we are enclosing herewith four copies of excerpt from the minutes of meeting on January 10, 1941 of the Highway Commission granting an extension of time to complete the work under Contract No. 2313.

The date of beginning work on Contract No. 2313 was October 1, 1940 and the date the erection of steel was commenced by the railroad company's forces was December 2, 1940. This information was requested in the last paragraph of your letter.

Very truly yours,

R. H. BALDOCK
Chief Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/GS

Encl.

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION

December 10, 1941

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

Reference is made to your letter of December 20, 1940, and our reply of December 23, 1940, regarding extension of contract time in connection with your contract No. 2313 for furnishing steel for the Strassel undercrossing, Oregon Federal Aid Grade Crossing Project FAGH 186-B (1).

No excerpt from the Commission's minutes regarding this extension accompanied the final voucher recently submitted. Will you please furnish four copies for insertion in the voucher.

Will you please advise us the date of beginning work on Contract No. 2313 and the date erection of steel was commenced with the railroad's forces. These dates are required for inclusion in our final report for the project.

Oct 1, 1940

12-2-40

Very truly yours,

W. H. LYNCH
District Engineer

NOTED
D. G. DeSart

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION
DISTRICT ONE

MONTANA
OREGON
WASHINGTON

POST OFFICE BUILDING
PORTLAND, OREGON

December 10, 1941

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

Reference is made to your letter of December 20, 1940, and our reply of December 23, 1940, regarding extension of contract time in connection with your contract No. 2313 for furnishing steel for the Strassel undercrossing, Oregon Federal Aid Grade Crossing Project FAGH 186-D (1).

✓ No excerpt from the Commission's minutes regarding this extension accompanied the final voucher recently submitted. Will you please furnish four copies for insertion in the voucher.

✓ Will you please advise us the date of beginning work on Contract No. 2313 and the date erection of steel was commenced with the railroad's forces. These dates are required for inclusion in our final report for the project.

Very truly yours,

W H Lynch

W. H. LYNCH
District Engineer

NOTED
D. G. DeSart

RECEIVED
DEC 20 1940
FOR FILING

FAG-H · 186-[illegible]-1

December 19, 1940

American Surety Company of New York
W. A. King, Agent
Yeon Building
Portland, Oregon

Gentlemen:

You are hereby notified that state highway contract No. 2313 for furnishing steel for the Strassel Undercrossing on the Wolf Creek Highway, in Washington County, has been completed by the contractor, Willamette Iron and Steel Corporation, and that final settlement will be made by the state with said contractor for work done under said contract on or after December 30, 1940.

The state is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the state assumes no responsibility for any such claims should there be any.

This notice is served upon you since you appear as surety on the bond furnished by the above-mentioned contractor. Kindly acknowledge receipt of this letter.

For your information we wish to advise that the total amount paid the contractor in connection with this contract will be $2,384.97, including final payment, and that no force account work was performed therein.

Very truly yours,

STATE HIGHWAY COMMISSION

By

Secretary

AM

NOTED
D. G. DeSart

FORM E-30 REVISED 25M 9-40

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
December 11, 1940

PRE - 186-E-1

Subject:

To:
Mr. H. B. Glaisyer
Secretary
Office

Dear Sir:

For your information, Willamette Iron & Steel Corporation completed work on Contract No. 2313, furnishing structural steel for the Strassel Grade Separation on the Wolf Creek Highway in Washington County, on November 30, 1940. Please secure authority from the Commission to pay the final estimate on this job.

The date specified for completion of this work was August 10, 1940. We are arranging with the contractor to present a request for an extension of time.

Yours very truly,

G. S. Paxson
Bridge Engineer

By WAReeves
W. A. Reeves
Bridge Office Engineer

CAG:TH
cc: C. A. Gardner

APPROVED BY HIGHWAY COMMISSION
DATE January 10, 1941
HBGlaisyer
Secretary

FAGH 186-D-1

May 15, 1940

WILLAMETTE IRON & STEEL CORPORATION
2860 N. W. Front Avenue
Portland, Oregon

Gentlemen:

We hand you herewith a fully executed copy of Contract No. 2313 which was awarded to you on May 2, 1940, by the State Highway Commission, covering the furnishing of steel for Strassel Undercrossing on the Wolf Creek Highway, in Washington County.

This copy is for your records and files. We are also sending a copy to the surety on your bond.

Very truly yours,

STATE HIGHWAY COMMISSION
By

Secretary

MBL

FAGH 186-D-1

May 15, 1940

AMERICAN SURETY COMPANY OF NEW YORK
c/o W. A. King, Local Agent
Yeon Building
Portland, Oregon

Gentlemen:

We hand you herewith a fully executed copy of Contract No. 2313 which was awarded to Willamette Iron and Steel Corporation on May 2 by the State Highway Commission, covering the furnishing of steel for Strassel Undercrossing on the Wolf Creek Highway, in Washington County.

Inasmuch as you are surety for the contracting firm on this job, this copy of the contract is being sent you for your records and files.

Very truly yours,

STATE HIGHWAY COMMISSION
By

Secretary

MBL

[illegible] H186-D-1
#2313

May 6, 1940

WILLAMETTE IRON & STEEL CORPORATION
2860 N. W. Front Avenue
Portland, Oregon

Gentlemen:

We are mailing you today under separate cover four copies of Contract No. 2313 which was awarded to you by the State Highway Commission on May 2, 1940, covering the furnishing of structural steel for the Strassel Undercrossing Project on the Wolf Creek Highway, in Washington County.

Kindly execute all four copies of this contract as to agreement and bond and return them to this office for approval by the State Highway Commission. When this has been done a fully executed copy will be returned to you for your records and files. We will also send an executed copy to the surety on your bond.

Very truly yours,

STATE HIGHWAY COMMISSION
By

Secretary

MBL

[illegible] H 186-D-1

#2313

May 3, 1940

Willamette Iron & Steel Corporation
2860 N. W. Front Avenue
Portland, Oregon

Gentlemen:

The State Highway Commission on May 2, 1940, awarded you the contract for furnishing only, F.O.B. cars at Portland, approximately 58,000 pounds structural steel for the Strassel Undercrossing Project on the Wolf Creek Highway, in Washington County. This award was based on your low bid of $2,476.60 submitted on that date.

Contract forms will be sent to you for execution within the next few days.

Very truly yours,

Secretary

AM

cc - Mr. S. H. Probert
Mr. G. S. Paxson

186-D-1

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION
DISTRICT ONE

MONTANA
OREGON
WASHINGTON

POST OFFICE BUILDING
PORTLAND, OREGON

MAY 6 -
STATE HIGHWAY [illegible]

May 2, 1940

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

This is to confirm our verbal concurrence in award of contract, as of this date, for Oregon Federal Aid Grade Crossing Project FAGH 186-D (1), Structural Steel for the Strassel Undercrossing on the Wolf Creek Highway, to Willamette Iron & Steel Corp., Portland, Oregon, who submitted the low bid.

Very truly yours,

W H Lynch

W. H. LYNCH
District Engineer

CONTRACT# [redacted] 2314

106-1019 North Bend (Midland Addition)
Cape Arago Secondary Hwy. 1940

#2314

R.H.Baldock

106-1019

RECEIVED

December 20th, 1940

FINAL COST ANALYSIS
North Bend (Midland Addition)
Cape Arago Secondary Highway in Coos County
Contract 2314 Prefix 106-1019

Coos Bay Dredging Co., Contractors A. J. Ford, Resident Engineer

Item	Cost	Quantity	Unit Cost	Unit Bid	Gross Revenue
Clearing & Grubbing	$379.44	100%		$200.00	$200.00
Trench Excavation	166.23	138.3 cu. yd.	1.202	1.50	207.45
Excavation, Single Class	1,083.44	5,957.1 " "	0.182	0.26	1,548.85
Truck Haul	76.17	476 yd. mi.	0.160	0.15	71.40
Finishing Roadbed & Slopes	108.03	0.31 Mile	348.48	400.00	124.00
12" Concrete Pipe	105.08	99 lin. ft.	1.061	1.80	178.20
18" " "	323.72	183 " "	1.769	2.30	420.90
Salvaging Surfacing Mat'ls.	159.94	180 cu. yd.	0.889	0.75	135.00
2"-0 Mat'ls in Base	813.50	345 " "	2.358	2.75	948.75
3/4"-0 " " "	287.77	120 " "	2.398	2.95	354.00
Filler	6.30	18 " "	0.350	0.40	7.20
Hauling Filler	2.49	9 yd. mi.	0.277	0.25	2.25
Sprinkling	100.83	66.8 M-Gal.	1.509	1.50	100.20
PA #1, 8" Concrete Drain Tile	177.19	438 lin. ft.	0.405	0.55	240.90
PA #1, Gravel Backfill in Drains	157.44	60 cu. yd.	2.624	2.85	171.00
	$3,947.57				$4,710.10

Gross Revenue	$4,710.10
Total Cost	3,947.57
Net Profit	$762.53

Net Profit Equals 16.19% of Gross Revenue

Contract 2314

Details of Cost

Labor:

Supervision		$238.50	
Labor		792.63	
State Industrial Accident	6½% of P/R	67.03	
Unemployment Compensation	3% of P/R	30.93	
Old Age Benefit	1% of P/R	10.31	
			$1,139.40

Materials:

12" Concrete Pipe	99	lin. ft. at	$0.65		$64.35	
18" " "	183	" " "	1.50		274.50	
2"-0 Gravel Base	345	cu. yd. "	1.99	in Bunkers at North Bend	686.55	
3/4"-0 " "	120	" " "	1.99	" " "	238.80	
Water for Sprinkling	66.8	M-Gal. "	0.25		16.70	
8" Concrete Drain Tile	438	lin. ft. "	0.15		65.70	
Gravel Backfill	60	cu. yd. "	2.09	in Bunkers at North Bend	125.40	
						1,472.00

Miscellaneous:

Equipment Rental (Including Repairs)	$742.05	
Gas, Oil and Grease	197.99	
Drayage	80.00	
Miscellaneous Expenses & Small Tools	119.03	
Overhead Expense	50.00	
Home Office Expense	100.00	
Bond	47.10	
		1,336.17
Total Cost		$3,947.57

Contract 2314

REMARKS:

This was a State Project and consisted of construction of 0.31 mile of highway roadbed, salvaging 240 cu. yd. of surfacing materials, construction of 0.09 mile of rock base and other incidental work. The contract was bid and awarded May 3rd, 1940. Work was started May 9th, and completed June 17th.

A crew of four men cleared and grubbed and burned trees and stumps in ten days.

Excavation material was taken from a single cut by a D8 cat and dozer and a D8 cat and 12-yard LeTourneau scraper, and consisted of sandy loam. A spring draining into the bottom of the cut made the grade wet in the latter part of the excavation work. Free haul limit was 500 feet, and truck haul was paid for haul beyond this limit.

The oiled surface on the existing road was torn loose with a D8 cat and a ripper and picked up and stockpiled with a D8 cat and 12-yard scraper. Salvaged material was picked up with a cat and scraper and spread on the road, the gravel material being laid on the 2"-0 rock base and the oil coated gravel being laid on the 3/4"-0 base rock.

2"-0 And 3/4"-0 crushed gravel was purchased at Reedsport at $1.00 per cu. yd. Freight to North Bend was $0.69 per cu. yd.; loading from the car to a bunker and bunker rental cost $0.30 per cu. yd. Hauling 2 miles to the job cost $0.30 per cu. yd. Blading cost $0.0575 per cu. yd.

Water for sprinkling was hauled in a 1,100-gallon tank mounted on a 1½-ton truck.

A price agreement was made for 8-inch concrete drain tile and gravel backfill to drain the water which came into the cut ditch when a spring was tapped during excavation. The gravel cost $1.10 per cu. yd. at Reedsport, freight, loading, storage and hauling costs being the same as for base rock.

Since the contractor's headquarters and shops were only three miles from the job, moving cost was very low. No difficulties were encountered during the progress of the job and with comparatively low material costs, the contractor was able to complete the job quickly and to make a good profit.

E. H. Clymer
Cost Analyst

By . . M. G. Smith

RECEIVED
OCT 1 1940
FOR FILING

106 1019

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Roseburg, Oregon
Sept. 27, 1940

Subject: 106-1019 Cement Stabilization Job

To:

C. B. McCullough
Asst. State Highway Engr.

Dear Sir:

This is to advise, the heavy rains of the past couple days will prohibit the placing of cement on the above job before the latter part of next week, and possibly later, depending upon the weather.

Very truly yours,

K. D. LYTLE
Division Engineer

By: R. B.

Office Engineer

RBS:C

NOTED

RECEIVED
OCT 1 1940
FOR FILING

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

106-1019

Roseburg, Oregon
Sept. 25, 1940

Subject: 106-1019 Cape Arago
Soil Cement Stabilization

To:

C. B. McCullough
Ass't. State Highway Engr.

Dear Sir:

This is to advise, weather permitting, the actual placing and spreading of cement on the above project, will be done on Tuesday, October 1st.

Should this schedule be interrupted by weather conditions prior to Monday, will advise you by radio.

Very truly yours,

K. D. LYTLE
Division Engineer

By: R. B. Sipprelle
Office Engineer

NOTED
McCullough

RBS:G

RECEIVED
OCT 1 1940
FOR FILING

106-1019

OREGON STATE HIGHWAY COMMISSION
INTER-DEPARTMENT CORRESPONDENCE

Roseburg, Oregon
Sept. 25, 1940

Subject: 106-1019 Cape Arago
Soil Cement Stabilization

To:

C. B. McCullough
Ass't. State Highway Engr.

Dear Sir:

This is to advise, weather permitting, the actual placing and spreading of cement on the above project, will be done on Tuesday, October 1st.

Should this schedule be interrupted by weather conditions prior to Monday, will advise you by radio.

Very truly yours,

K. D. LYTLE
Division Engineer

By: R. B.
Office Engineer

NOTED

RBS:G

RECEIVED
JUL 1[illegible] 1940
FOR FILING

106-1019

July 15, 1940

Maryland Casualty Company
Hansen & Rowland, Agents
Washington Bldg.
Tacoma, Washington

Gentlemen:

You are hereby notified that State Highway Contract No. 2314, for grading and surfacing on the North Bend (Midland Addition) Section, Cape Arago Secondary Highway, in Coos County, has been completed by the contractors, Coos Bay Dredging Company, Marshfield, Oregon, and that final settlement will be made by the State with said contractors for work done under said contract on or after July 25, 1940.

The State is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the State assumes no responsibility for any such claims should there be any.

This notice is served upon you, as you appear as surety on the bond furnished by the above contractor. Kindly acknowledge receipt of this letter

For your information we wish to advise that the total amount paid the contractors in connection with this contract will be $4,710.10, including final payment.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

By

Secretary

RS

RECEIVED
JUN 28 1940
FOR FILING

106-1019

June 28, 1940

MARYLAND CASUALTY COMPANY
Hanson & Rowland, Local Agents
Washington Building
Tacoma, Washington

Gentlemen:

You are advised that it is the intention of the State Highway Commission to make semi-final payment to Coos Bay Dredging Company on Contract No. 2314, North Bend (Midland Addition) Section of the Cape Arago Secondary Highway in Coos County. This payment will be made on or after July 9, 1940.

Kindly acknowledge receipt of this letter.

Very truly yours,

STATE HIGHWAY COMMISSION
By

Secretary

DOD:MBL

Form E-1—5M—9-39

✓

OREGON STATE HIGHWAY COMMISSION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending June 22, 1940

Section North Bend, (Midland Addition)

Kind of work Grading & Surfacing

Highway Cape Arago Secondary

Section prefix 106-1019

Contractor Coos Bay Dredging Co.

Contract number 2314

Date of contract May 3, 1940

Date of completion June 30, 1940

Date work started May 9, 1940

Estimated date of completion ......, 19...

Amount of contract $ 3985.05

Per cent of time elapsed 78 %

Estimated cost of completed project, exclusive of engineering $ 4710.10

Per cent of contract completed, based on total contract price 100 %

Engineering cost to date, $ 210.00, 0.052 %

Date project was completed June 17, 1940

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

Project completed on above date. I have had State Maintenance crew construct barricades on ends of job to keep traffic off of new road.

NOTED
RAY WEBBER

NOTED
VAN SCOY

A J Ford

Signed A.J. Ford, Res. Eng'r.

Address Marshfield

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project					
Miles partially completed					
Miles completed					
Total estimated quantities					
Estimated quantities moved or placed to date					
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day					
Hours per shift					
Average force on project for week					

Percentages of men employed on contract to be secured from:

.... County, ...%; .... County, ...%; .... County, ...%; .... County, ...%

	NUMBER USED AND SECURED FROM					CONTRACTOR'S KEY MEN, ETC.	TOTAL
	COUNTY	COUNTY	COUNTY	COUNTY	OTHER SOURCES		
Men							
Men and teams							
Men and trucks under 3 tons							
Men and trucks over 3 tons							
Men and tractors							

Equipment used during week: Shovels ...., Power graders ...., Rollers ...., Mixers ...., Crushing or screening plants ....,

Compressors ...., Bulldozers ...., Sheet-foot rollers ...., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday			
Monday			
Tuesday			
Wednesday			
Thursday			
Friday			
Saturday			

STATE PRINTING DEPT.

1-6-1019

May 23, 1940

Coos Bay Dredging Company
Marshfield, Oregon

Gentlemen:

We are forwarding to you today, by express, a fully executed copy of Contract No. 2314 which was awarded to you on May 3, 1940, for 0.31 mile grading and 0.09 mile surfacing on the North Bend (Midland Addition) Section of the Cape Arago Secondary Highway, in Coos County. This is for your records and files.

Very truly yours,

AM

Secretary

106-1019

May 7, 1940

COOS BAY DREDGING COMPANY, INC.
Marshfield, Oregon

Gentlemen:

We are sending you today by express four copies of Contract No. 2314 which was awarded to you by the State Highway Commission on May 3, 1940, covering the grading and surfacing of the North Bend (Midland Addition) Section of the Cape Arago Secondary Highway, in Coos County.

Please execute all four copies of this contract as to agreement and bond and return them to this office for approval by the State Highway Commission. When this has been done a fully executed copy will be returned to you for your records and files. We will also send an executed copy to the surety on your bond.

Your special attention is called to the paragraph under Section 5 (page 14) of the printed General Provisions, relating to the Workmen's Compensation Act. You are expected to accept the terms of this Act and to carry on your work under this contract in strict conformance thereto.

Your attention is also called to the mimeographed page immediately following the mimeographed Special Provisions, relating to payment by the contractor of amounts due hospital associations, et cetera.

Very truly yours,

STATE HIGHWAY COMMISSION
By

Secretary

MBL

106-1019

May 4, 1940

Coos Bay Dredging Company
Marshfield, Oregon

Gentlemen:

The State Highway Commission on May 3, 1940, awarded you the contract for 0.31 mile grading and 0.09 mile surfacing on the North Bend (Midland Addition) Section of the Cape Arago Secondary Highway, in Coos County. This award was based on your low bid of $3,985.05 submitted on that date.

Contract forms will be sent to you for execution within the next few days.

Very truly yours,

AM

Secretary

cc - Mr. S. H. Probert
Mr. C. S. Paxson

5-1-40

RESOLUTION

WHEREAS, State/Secondary Highway No. 240 of the State of Oregon, known as the Cape Arago Secondary Highway, is routed through the City of North Bend, Coos County, Oregon, a municipal corporation, and the route officially adopted for said highway by the State Highway Commission to traverses the following street or streets, or avenues, or roads, of said city; to wit:

A relocation of the Cape Arago Secondary State Highway from a point in Broadway 60 ft. southerly from the south line of Lewis St. to a point in Newmark St. 75 ft. westerly from the intersection of Newmark St. and Madrona St.

And, WHEREAS, the State Highway Commission of the State of Oregon is desirous of improving ~~receiving Federal Aid for the improvement of~~ said highway,

And, WHEREAS, the State Highway Commission of the State of Oregon has caused a survey to be made, and plans prepared for the improvement of the State Highway traversing the street or streets, or avenues, or roads, as described herein,

And, WHEREAS, if said proposed street improvement is carried out, the work will be done pursuant to a grade or grades fixed and established by the Highway Commission,

And, WHEREAS, the grade or grades and elevations to which the proposed improvement will be made are indicated upon the maps and plans prepared for the proposed improvement which are on file in the office of the Oregon State Highway Commission, at Salem, Oregon, copies of which have been submitted to the city for its record and for its approval, said grades being as follows, to wit:

Description of center line grade: Beginning at grade elevation 66.94 at a point in Broadway, 60 ft. south of the south line of Lewis Street at highway engineer's station 85+00; thence to elevation 63.79 at a point in the center line of Clark

[illegible]

4-30-40

Street where Clark Street is intersected by the relocated center line of the Cape Arago Secondary Highway; thence to elevation 62.32 at a point in the center line of State Street where the same is intersected by the relocated center line of the Cape Arago Secondary Highway; thence to elevation 64.97 at a point in the center line of Commercial Street where the same is intersected by the relocated center line of the Cape Arago Secondary Highway; thence to elevation 74.60 at a point in the center line of Myrtle Street where the same is intersected by the relocated center line of the Cape Arago Secondary Highway; thence to elevation 91.03 at a point in the center line of Madrona Street where the same is intersected by the relocated center line of the Cape Arago Secondary Highway; thence to elevation 94.09 at a point in Newmark Street on the center line of the relocated Cape Arago Secondary Highway, 75 ft. south of the center line of Madrona Street

And, WHEREAS, pursuant to Chapter 88, Oregon Laws 1931, and Chapter 529, Oregon Laws 1939, it is required that as a condition precedent to the change of the grade of any such street by the Commission, such grade change shall be consented to by the city.

NOW THEREFORE, IT IS HEREBY RESOLVED by the Common Council of the City of North Bend, Coos County, Oregon, that the grades established by the State Highway Commission for the proposed improvement of the street or streets, or avenues, or roads, as described herein and which are traversed by State Secondary Highway No. 240 of the State of Oregon, known as the Cape Arago Secondary Highway, the plans for which proposed improvement are on file in the office of the State Highway Commission at Salem, Oregon, and a copy or copies of which are on file in the records of the city, said grades being as follows, to wit:

Description of center line grade: Beginning at grade elevation 66.94 at a point in Broadway, 60 feet south of the south line of Lewis Street at highway engineer's station 85+00; thence to elevation 63.79 at a point in the center line of Clark Street where Clark Street is intersected by the relocated center line of the Cape Arago Secondary Highway; thence to elevation 62.32 at a point in the center line of State Street where the same is intersected by the relocated center line of the Cape Arago Secondary Highway; thence to elevation 64.97 at a point in the center line of Commercial Street where the same is intersected by the relocated center line of the Cape Arago Secondary Highway; thence to elevation 74.60 at a point in the center line of Myrtle Street where the same is intersected by the relocated center lihe of the Cape Arago Secondary Highway; thence to elevation 91.03 at a point in the center line of Madrona Street where the same is intersected by the relocated center line of the Cape Arago Secondary Highway; thence to elevation 94.09 at a point in Newmark Street on the center line of the relocated Cape Arago Secondary Highway, 75 ft. south of the center line of Madrona Street

are hereby approved, and consent is hereby given to such change, and the State Highway Commission hereby is permitted to construct, reconstruct, improve, repair, and/or maintain the said streets in accordance with said grade changes.

Passed by the Common Council of the City of North Bend, Coos County, Oregon, this 30th day of April, 19~~3~~40.

BE IT FURTHER RESOLVED, that the Common Council does hereby agree, within its lawful authority but without financial obligation or liability, to cooperate with and aid the State Highway Commission in the accomplishment of such street construction, reconstruction, improvement, repair, and/or maintenance.

Attest:

Edward Sandine
City Recorder

L. C. Cutlip
Mayor

- - - - - - - - - - - -

I hereby certify the foregoing to be a true copy of the original resolution passed by the Common Council of the City of North Bend, Coos County, Oregon, on the 30th day of April, 1940, at the ~~regular~~ ~~or~~ special meeting of said Common Council.

Dated this 1st day of May, 1940.

Edward Sandine
City Recorder

S-23-13
(1940)

RESOLUTION

4-30-40

WHEREAS, State Secondary Highway No. 240 of the State of Oregon, known as the Cape Arago Secondary Highway, is routed through the City of North Bend, Coos County, Oregon, a municipal corporation, and the route officially adopted for said highway by the State Highway Commission traverses the following street or streets, or avenues, of said city; to wit:

A relocation of the Cape Arago Secondary State Highway from a point in Broadway 60 ft. southerly from the south line of Lewis St. to a point in Newmark St. 75 ft. westerly from the intersection of Newmark St. and Madrona St.

And, WHEREAS, the State Highway Commission of the State of Oregon is desirous of improving said highway,

And, WHEREAS, the State Highway Commission of the State of Oregon will not construct said highway until and unless the said City of North Bend will guarantee by resolution officially adopted by the City Council of said City, that no encroachments will be permitted upon the right of way of said highway within the corporate limits of said City, which will permanently obstruct or interfere with the free and convenient flow of traffic over said highway through said City; and will so regulate parking of vehicles on said streets or avenues traversed by said highway that the free, convenient and safe flow of traffic shall not be impeded; and agree not to impose unreasonable limitations of speed upon said highway, nor impose any regulations of traffic which will operate to discriminate against traffic upon said highway by giving undue preference to traffic upon other intersecting streets or avenues.

NOW THEREFORE, IT IS HEREBY RESOLVED by the Common Council of the City of North Bend, Coos County, Oregon, that no encroachments will be permitted on the streets and avenues traversed by State Secondary Highway No. 240 of the State of Oregon, known as the Cape Arago Secondary Highway, which will permanently or unduly interfere with the free and convenient flow of traffic along said highway;

4.30.40

and will so regulate the parking of vehicles along said streets and avenues as not to impede the free, convenient and safe flow of traffic; and will not impose any unreasonable limitations of speed upon said highway, nor impose any regulation of traffic upon said highway which shall unduly discriminate against traffic upon said highway by giving undue preference to traffic upon other intersecting streets or avenues.

It being understood that nothing in this resolution of agreement by the City Council shall be construed so as to prevent or impair proper police regulations and the enforcement of all existing ordinances and regulations respecting the use of streets in said City, nor to prevent such temporary obstructions to traffic as may be necessitated by the construction of water or gas mains, sewers and other public improvements, or to preclude the proper use of said highway for the placement of telephone or electric light poles or other public service facilities.

Passed by the Common Council of the City of North Bend, Coos County, Oregon, this 30th day of April, 1940.

Attest:

Edward Sandine
City Recorder

Mayor

- - - - - - - - - - - -

I hereby certify the foregoing to be a true copy of the original resolution passed by the Common Council of the City of North Bend, Coos County, Oregon, on the 30th day of April, 1940, at the ~~regular or~~ special meeting of said Common Council.

Dated this 1st day of May, 1940.

Edward Sandine
City Recorder

5-23-~~4aa~~

April 23, 1940

Mr. Edward Sandine
City Recorder
North Bend, Oregon

Dear Sir:

We are enclosing herewith four copies of a grade resolution in connection with the proposed improvement of the Cape Arago Secondary Highway at Deadman's Curve, from a point on Broadway, south of Lewis Street, to a point on Newmark Street, west of Madrona Street; also, four copies of a resolution relative to encroachments and traffic for the same project.

In connection with the improvement of State Highways or State Secondary Highways in cities, it is required that the city approve the grades established by the State Highway Commission and adopt a resolution relative to encroachments and traffic. I would, therefore, appreciate it if you will present these resolutions to the City Council for adoption, and, after they have been approved and adopted, and executed by the mayor and city recorder, one copy should be retained for the city's records and three copies of each resolution mailed to the Oregon State Highway Commission, attention of Oscar Cutler, Salem.

The Highway Commission is calling for bids for this improvement on May 3, and if you do not have a meeting of the Council before that date, I would appreciate it very much if a special meeting could be called for the approval of these resolutions, so that they may be received in Salem before the bids are opened, as an award of the project can not be made, in event that a satisfactory bid is obtained, until the resolutions have been received at Salem.

I appreciate that this does not give the city much time in which to approve these resolutions, but we have found by past experience that if these resolutions are submitted before the project has been approved for contract, sometimes changes are made, which necessitates preparing the resolutions a second time, and readoption by the city, which is inconvenient for the city and the State Highway Department.

Under separate cover, I am sending you, for the city's records, a blueprint of the profile showing the proposed improvement, also, a small map which shows the location of the project with reference to the city streets.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

Oscar Cutler
Asst. Office Engineer

OC:MB

Encl.

CONTRACT#[redacted]2315

110-1022 Canyonville-Days Creek Section
Tiller-Trail Secondary 1940

#2315

R.H. Baldock

February 20th, 1941

FINAL COST ANALYSIS
Canyonville-Days Creek Section
Tiller-Trail Secondary Highway in Douglas County
Contract 2315 Prefix 110-1022
O. C. Yocom, Contractor
C. C. Gall, Resident Engineer

NOTED
State Highway Engineer

110 - 1022

Item	Cost	Quantity	Unit Cost	Unit Bid	Gross Revenue
2"-0 Gravel in Base	$4,010.68	6,561 cu. yd.	$0.611	$0.60	$3,936.60
3/4"-0 " " "	3,300.95	4,500 " "	0.734	0.80	3,600.00
Hauling Gravel Base Mat'l.	1,825.82	24,334 yd. mi.	0.075	0.09	2,190.06
Filler	175.57	281 cu. yd.	0.625	0.25	70.25
Hauling Filler	64.28	644.5 yd. mi.	0.10	0.10	64.45
Sprinkling	804.58	866.8 M-Gal.	0.928	1.00	866.80
Preparation of Base	469.62	7.1 Mi.	66.14	100.00	710.00
Mineral Aggregate in Place	2,389.60	1,462 cu. yd.	1.634	2.20	3,216.40
RC-3 Asphalt in Place	2,002.99	108.794 Ton	18.41	21.00	2,284.67
SC-6 Road Oil in Place	1,945.58	104.54 "	18.61	21.00	2,195.34
3/4"-½" Cr. Gravel in S.P.	1,607.78	1,715.7 cu. yd.	0.937	1.00	1,715.70
½"-¼" " " " "	2,122.66	2,264.6 " "	0.937	1.00	2,264.60
¼"-0 " " " "	1,405.65	1,500 " "	0.937	1.00	1,500.00
Hauling Gravel, Pile Measure	1,117.19	9,604.9 yd. mi.	0.116	0.08	768.39
PA #1, Screen Rejection in Level Course	1,014.13	1,675 cu. yd.	0.606	0.25	418.75
PA #1, Hauling Screen Rejection	262.83	3,470 yd. mi.	0.076	0.08	277.60
Screen Rejections in S.P.	411.75	1,100.1 cu. yd.	0.374	0.25	275.03
Engineering Penalty					-133.21
	$24,931.66				$26,221.43

Gross Revenue	$26,221.43
Total Cost	24,931.66
Net Profit	$1,289.77

Net Profit Equals 4.92% of Gross Revenue

Contract 2315

Details of Cost

Labor:

Supervision		$1,012.75	
Labor		6,289.74	
State Industrial Accident	4½% of P/R	328.61	
Unemployment Compensation	3% of P/R	219.08	
Old Age Benefit	1% of P/R	73.02	
			$7,923.20

Materials:

RC-3 Asphalt f.o.b. Willbridge	108.794 T at $9.50	$1,033.55	
Frt. on RC-3 to Riddle	108.794 T at $4.20	456.93	
SC-6 Road Oil f.o.b. Martinez	104.54 T at $6.50	679.52	
Frt. on SC-6 to Riddle	104.54 T at $7.40	$ 773.60	
			2,943.60

Miscellaneous:

Equipment Rental (Incl. Repairs)	$7,927.66	
Gas, Oil and Grease	3,576.31	
Move In and Set Up	450.00	
Miscellaneous Expenses	885.70	
Overhead Expenses	592.18	
Home Office Expense	369.46	
Bond	263.55	
		14,064.86
		$24,931.66

Contract 2315

Analysis of Crushing Cost

	2" - 0" in Base			3/4" - 0" in Base		
	Cost	Quantity	Unit Cost	Cost	Quantity	Unit Cost
Move In & Set Up	$464.40	6,561 cu. yd.	$0.0708	$318.52	4,500 cu. yd.	$0.0708
Load Bar Material	733.67	" " "	0.1118	592.81	" " "	0.1317
Crushing Operation	2,058.46	" " "	0.3137	1,630.82	" " "	0.3624
Cost in Bunker	$3,256.53	6,561 cu. yd.	$0.4963	$2,542.16	4,500 cu. yd.	$0.5649

	Mineral Aggregate			Crushed Gravel		
	Cost	Quantity	Unit Cost	Cost	Quantity	Unit Cost
Move In & Set Up	$129.39	1,462 cu. yd.	.0885 $0.[illegible]	$484.02	5,480.3 cu. yd.	$0.0883
Load Bar Material	313.76	" " "	0.2146	1,175.45	" " "	0.2145
Crushing Operation	842.66	" " "	0.5764	3,195.25	" " "	0.5830
Cost in Bunker	$1,285.81	1,462 cu. yd.	$0.8795	$4,854.72	5,480.3 cu. yd.	$0.8858

The contractor moved in and started to set up his plant on July 22nd. The plant erection was completed and crushing started on August 5th. In 335 hours of operation the plant produced 1,462 cu. yds. of mineral aggregate, 5,480 cu. yd. of crushed gravel in stockpiles and 3,056 cu. yd. of 1"-0 screen rejections; a total of 6,942 cu. yd. of crushed material was produced at an average rate of 21 cu. yd. per hour. The mineral aggregate and screen rejections were stockpiled at a site adjacent to the plant, and the crushed gravel was hauled to specified stockpile sites. 6,561 Cu. yd. of 2" - 0" gravel base was then produced and hauled to the road. Following the 2" - 0, 4,500 cu. yd. of 3/4" - 0" gravel base was produced and hauled to the road for a key course; 2" - 0" material was produced in 142 hours at an average rate of 46 cu. yd. per hour, and 3/4" - 0" material was produced in 112½ hours at an average rate of 40 cu. yd. per hour.

Bar material was loaded into the plant by a 1-yard dragline operated by a double-drum and a Ford V-8 motor. Additional loading was done by a 5/8-yard Speeder shovel and a light truck. The plant was an Austin-Western portable crusher with an auxiliary jaw crusher and power was supplied by a 6-cylinder gas motor and a 100 h.p. cat engine.

Contract 2315

REMARKS:

This was a "State Project" and consisted of construction of 7.12 miles of crushed gravel base, application of 7.12 miles of oil mat surface treatment (Type 0-30 modified), furnishing 5,480 cu. yd. of crushed gravel in stockpiles, and other incidental work. The contract was bid and awarded May 3rd, 1940. Work was started May 22nd, and completed October 15th, 1940, two weeks after the specified completion date for which an engineering penalty was imposed. 6,942 Cu. yd. of crushed gravel in sizes 3/4"-½", ½"-¼" and ¼"-0" were crushed for mineral aggregate and crushed gravel in stockpiles. 1"-0" Bar material was removed before crushing by a scalping screen and amounted to 3,056 cu. yd. This amounted to 30% of the total bar material. 281 Cu. yd. of this material was used for filler in the rock base, and a price agreement was made to use 1,675 cu. yd. for a level course. The 2"-0" material was hauled and placed on the road as fast as it was produced. Upon completion of the base course the 3/4"-0" key was produced and handled in the same manner. A motor grader and a 10-ton roller spread and compacted the base materials. A 1,200-gal. water truck was used for sprinkling, water being taken from the South Umpqua River at the gravel site, 2.86 miles from the west end of the project. After a leveling course was applied little work was required to prepare the base for oiling.

RC-3 cutback asphalt and SC-6 road oil were delivered at Riddle where they were heated and hauled an average of nine miles to the job. Oil was spread by a 1,100-gal. distributor. One week was required to lay 213.334 tons of oil. Mineral aggregate was loaded by a 5/8-yard shovel from stockpile near the plant and hauled to the road in three 4-yard trucks and a 3-yard spot truck.

Good supervision and adequate bid prices enabled the contractor to make a small profit on the job.

E. H. Clymer
C ost Analyst

By . . M. G. Smith

6

RECEIVED
JAN 16 1941
FOR FILING

110-1022

January 15, 1941

Mr. O. C. Yocom
Willamina, Oregon

Dear Sir:

At the meeting of the State Highway Commission held on November 13, 1940, the following action was taken on your request for an extension of time:

> "O. C. Yocom, Contract No. 2315, for surfacing and oiling the Canyonville-Days Creek Section of the Tiller-Trail Secondary Highway, in Douglas County, requested an extension of time of 15 days, from September 30 to October 15, 1940, within which to complete this project. He alleged that his failure to complete the project within the specified time limit was due to unsatisfactory weather conditions prevailing at the time that the final surfacing and oiling work was being done. The Engineer advised that this contract was awarded on May 3, 1940, but the contractor did not commence operations until July 22, 1940; further that the principal reason for the delay in completing the project in time was due to the delay in commencing the work. He recommended in view thereof that the extension of time requested be granted but that the contractor be charged with the extra engineering expense incurred by the state subsequent to the specified date of completion. The Commission approved the recommendation."

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

By

Secretary

RS
cc - K. D. Lytle

RECEIVED
JAN 8 1941
FOR FILING

110-1022

January 8, 1941

SHELL OIL COMPANY
1220 S. W. Morrison
Portland, Oregon

Attention Frank J. Hurner

Gentlemen:

Replying to your inquiry of January 7, re O. C. Yocom Contract, No. 2315: this contract was completed on October 15, 1940, and accepted by the Highway Commission on November 13, 1940.

Very truly yours,

STATE HIGHWAY COMMISSION

By
Secretary

DGD:mbl

SHELL OIL COMPANY
INCORPORATED
1220 S.W. MORRISON STREET
PORTLAND, OREGON

TELEPHONE ATWATER 7321

January 7, 1941

State of Oregon
Highway Department
Salem, Oregon

Attention: Mr. Glaisyer

Gentlemen:

Re: O. C. Yocom
Contract No. 2315

Will you please advise us whether or not this contract has been completed and if so give us the completion date and also acceptance date?

A self-addressed envelope is enclosed for your convenience.

Very truly yours,

SHELL OIL COMPANY,
Incorporated

FRANK J. HURNER
Division Credit Manager

FJH:GC
Encl.

A

RECEIVED
DEC 12 1940
FOR FILING

110-1022

December 10, 1940

U. S. Fidelity & Guaranty Co.
Mr. M. K. Sprott, Agent
Bedell Building
Portland, Oregon

Gentlemen:

You are hereby notified that state highway contract No. 2315, for surfacing and oiling the Canyonville-Days Creek Section of the Tiller-Trail Secondary Highway in Douglas County, has been completed by the contractor, O. C. Yocom, and that final settlement will be made by the state with said contractor, for work done under said contract, on or after December 20, 1940.

The state is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the state assumes no responsibility for any such claims should there be any.

This notice is served upon you since you appear as surety on the bond furnished by the above contractor. Kindly acknowledge receipt of this letter.

For your information we wish to advise that the total amount paid the contractor in connection with this contract will be $26,221.43, including final payment, and that no force account work was performed therein.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

By

Secretary

RS

NOTED
D. G. DeSart

RECEIVED
[illegible] 1940
FOR FILING

113-1223

October 31, 1940

U. S. FIDELITY & GUARANTY COMPANY
M. K. Sprott, Local Agent
Bedell Building
Portland, Oregon

Gentlemen:

You are advised that it is the intention of the State Highway Commission to make semi-final payment to O. C. Yocom on Contract No. 2315, Canyonville-Days Creek Section of the Tiller-Trail Secondary Highway, in Douglas County. This payment, in the amount of $1,679.84, will be made on or after November 11, 1940. The retained percentage is $790.71.

The state is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues, or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the state assumes no responsibility for any such claims should there be any.

Kindly acknowledge receipt of this letter.

Very truly yours,

STATE HIGHWAY COMMISSION

By
Secretary

DGD:MEL

NOTED
D. G. DeSart

Form E-1—5M—5-40

OREGON STATE HIGHWAY COMMISSION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending Oct. 26, 1940, 19

Section Canyonville - Days Creek

Kind of work Surface and Oil

Highway Tiller - Trail

Section prefix 110 - 1022

Contractor O. C. Yocum

Contract number 2315

Date of contract May 3, 1940, 19

Date of completion Sept. 30, 1940, 19

Date work started July 22, 1940, 19

Estimated date of completion Oct. 15, 1940, 19

Amount of contract $ 25,251.00

Per cent of time elapsed Completed %

Estimated cost of completed project, exclusive of engineering $ 26,360.00

Per cent of contract completed, based on total contract price 100 %

Engineering cost to date, $ 1206.00, 4.7 %

Date project was completed , 19

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

Records of the Semi-final estimate were completed ahd shipped on the 25th.

NOTED
RAY WEBB

NOTE
VAN SC

Signed C. C. Gall.

Address Grants Pass, Ore.

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project		7.10		7.10	
Miles partially completed		All		All	
Miles completed		"		"	
Total estimated quantities		11,061	6480	1463	
Estimated quantities moved or placed to date		"	"	"	
Average daily quantities		COMPLETED			
Average daily quantities necessary to complete project on time					
Number shifts per day					
Hours per shift					
Average force on project for week					

Percentages of men employed on contract to be secured from:

.... County, ...%; .... County, ...%; .... County, ...%; .... County, ...%

	NUMBER USED AND SECURED FROM					CONTRACTOR'S KEY MEN, ETC.	TOTAL
	COUNTY	COUNTY	COUNTY	COUNTY	OTHER SOURCES		
Men							
Men and teams							
Men and trucks under 3 tons							
Men and trucks over 3 tons							
Men and tractors							

Equipment used during week: Shovels ...., Power graders ...., Rollers ...., Mixers ...., Crushing or screening plants ....,

Compressors ...., Bulldozers ...., Sheet-foot rollers ...., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday	Rain		
Monday	Fair		
Tuesday	Cloudy		
Wednesday	Rain		
Thursday	"		
Friday	Cloudy		
Saturday	Fair		

STATE PRINTING DEPT.

Form E-1—5M—5-40

110 - 10

OREGON STATE HIGHWAY COMMISSION
FIELD ENGINEER'S WEEKLY REPORT
FOR CONSTRUCTION PROJECTS ONLY

For Week Ending October 19, 1940, 19

Section Canyonville - Days Creek
Kind of work Surface & Oil
Highway Tiller - Trail
Section prefix 110 - 1022
Contractor O. C. Yocum
Contract number 2315
Date of contract May 3, 1940, 19
Date of completion Sept. 30, 1940, 19
Date work started July 22, 1940, 19
Estimated date of completion Oct. 15, 1940, 19
Amount of contract . . . . . . $ 25,251.00
Per cent of time elapsed 100 + %
Estimated cost of completed project, exclusive of engineering . . . . $ 25,251.00
Per cent of contract completed, based on total contract price . . . . 100 %
Engineering cost to date, $ 1050.00, 4.15 %
Date project was completed Oct. 15th, 1940, 19

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

The surfacing was given a final brooming and the ditches and shoulders trimmed on the 15th and the job accepted from the contractor.

Party measure the completed stockpiles at M.P. 2.86 on the 17th.

NOTED
H. N. HACKETT

NOTED
RAY WEBBER

Signed C. C. Gall.
Address Grants Pass, Ore.

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project		7.12		7.12	
Miles partially completed		All		All	
Miles completed		"		"	
Total estimated quantities		11,061	6150	1463	
Estimated quantities moved or placed to date		All	All	All	
Average daily quantities		completed			
Average daily quantities necessary to complete project on time		time up			
Number shifts per day				1	
Hours per shift				8	
Average force on project for week				2	

Percentages of men employed on contract to be secured from:

.... County, ...%; .... County, ...%; .... County, ...%; .... County, ...%

	NUMBER USED AND SECURED FROM					CONTRACTOR'S KEY MEN, ETC.	TOTAL
	COUNTY	COUNTY	COUNTY	COUNTY	OTHER SOURCES		
Men							
Men and teams							
Men and trucks under 3 tons							
Men and trucks over 3 tons							
Men and tractors							

Equipment used during week: Shovels ...., Power graders 1, Rollers 1, Mixers ...., Crushing or screening plants ....,

Compressors ...., Bulldozers ...., Sheet-foot rollers ...., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday	FAIR		
Monday	"		
Tuesday	"		
Wednesday	"		
Thursday	"		
Friday	"		
Saturday	"		

STATE PRINTING DEPT.

RECEIVED
SEP 3 - 1940
FOR FILING

110-1022

August 31, 1940

Mr. O. C. Yocom
Willamina, Oregon

Dear Sir:

We have a copy of your request for assignment to the McMinnville Branch of the U. S. National Bank of all moneys due on your contract No. 2315, and also the consent of the surety to this assignment.

We are enclosing four copies of our Assignment of Claim form which we wish you to execute. Please return two executed copies to this office in accordance with our regular procedure.

We are also enclosing one copy of an assignment form that should have been attached to Voucher No. 1 if it was your intent to assign this payment. Will you also sign this form and return it.

Very truly yours,

STATE HIGHWAY COMMISSION
By

Secretary

DGD:MBL

NOTED
D. G. DeSart

RECEIVED
SEP 3 - 1940
FOR FILING

110-1022

August 29, 1940

U. S. FIDELITY & GUARANTY COMPANY
1112 Bedell Building
Portland, Oregon

Attention Raymond C. Weiss, Attorney in Fact

Gentlemen:

This acknowledges receipt of your letter of August 28 consenting to the assignment by Contractor O. C. Yocom to the McMinnville Branch of the U. S. National Bank of all estimates due or to become due Mr. Yocom in connection with his contract with the State Highway Commission, No. 2315, for surfacing and oiling the Canyonville-Days Creek Section of the Tiller-Trail Secondary Highway, in Douglas County. I wish to thank you for this information.

Very truly yours,

Secretary

RBC:MNL

cc - Carl Smith

REFERRED TO
DeSart
BY SECRETARY

NOTED
D. G. DeSart

110-1022

May 27, 1940

Mr. O. C. Yocom
Willamina, Oregon

Dear Sir:

We are forwarding to you today, by express, a fully executed copy of Contract No. 2315 which was awarded to you on May 3, 1940, for surfacing and oiling the Canyonville-Days Creek Section of the Tiller-Trail Secondary Highway, in Douglas County. This is for your records and files.

Very truly yours,

STATE HIGHWAY COMMISSION

By

JM:AM

Secretary

111-1922

May 7, 1940

Mr. O. C. Yocom
Willamina, Oregon

Dear Sir:

We are sending you today by express four copies of Contract No. 2315 which was awarded to you by the State Highway Commission on May 3, 1940, covering the surfacing and oiling of the Canyonville-Days Creek Section of the Tiller-Trail Secondary Highway, in Douglas County.

Kindly execute all four copies of this contract as to agreement and bond and return them to this office for approval by the State Highway Commission. When this has been done a fully executed copy will be returned to you for your records and files. We will also send an executed copy to the surety on your bond.

Your special attention is called to the paragraph under Section 5 (page 14) of the printed General Provisions, relating to the Workmen's Compensation Act. You will be expected to accept the terms of this Act and to carry on your work under this contract in strict conformance thereto.

Your attention is also called to the mimeographed page immediately following page No. 25, relating to payment by the contractor of amounts due hospital associations, et cetera.

Very truly yours,

STATE HIGHWAY COMMISSION
By

Secretary

MBL

110-1022

May 4, 1940

Mr. O. C. Yocom
Willamina, Oregon

Dear Sir:

The State Highway Commission on May 3, 1940, awarded you the contract for 7.12 miles surfacing and oiling, also furnish 5,150 cu. yds. crushed gravel in stock piles on the Canyonville-Days Creek Section of the Tiller-Trail Secondary Highway, in Douglas County. This award was based on your low bid of $25,251 submitted on that date.

Contract forms will be sent to you for execution within the next few days.

Very truly yours,

AM

Secretary

cc - Mr. S. H. Probert
Mr. G. S. Paxson

CONTRACT# [redacted] 2316

131-C-3 East Unit, Grants Pass-Green 1940
Creek Sec., Pacific Hwy.
#2316

a

RECEIVED
MAY [illegible] 1941
FOR FIL

R.H. Baldock
131-@-3

[illegible]ril 28th, 1941

FINAL COST ANALYSIS

East Unit, Grants Pass-Green Creek Section
Pacific Highway in Josephine County
Contract 2316 Prefix 17-1103
Leonard & Slate, Contractors
C. C. Gall, Resident Engineer

NOTED
State Highway Engineer

Item	Cost	Quantity		Unit Cost	Unit Bid	Gross Revenue
Clearing & Grubbing	$255.05	100%			$500.00	$500.00
Trench Excavation	413.18	540.9	cu. yd.	$0.764	1.00	540.90
Excavation, Single Class	2,754.54	13,502.9	" "	0.204	0.20	2,700.58
Overhaul	346.87	17,236	yd. sta.	0.020	0.01	172.36
Truck Haul	336.67	2,179.1	yd. mi.	0.155	0.10	217.91
Finishing Roadbed & Slopes	173.43	0.83	Mile	208.95	300.00	249.00
Sprinkling Embankment Mat'ls.	137.73	112.2	M-Gal.	1.228	1.00	112.20
Removal of Old Pavement	1,275.25	4,316.04	sq. yd.	0.295	0.30	1,294.81
12" Concrete Pipe	226.37	225	lin. ft.	1.006	1.25	281.25
18" " "	560.80	288	" "	1.947	2.25	648.00
36" Corr. Iron Siphon Pipe	537.34	100	" "	5.373	7.00	700.00
Salvage Culvert Pipe	25.46	30	" "	0.849	1.00	30.00
Salvage Water Pipe	595.96	1,864	" "	0.320	0.50	932.00
Cable Guard Fence	239.80	200	" "	1.199	1.50	300.00
3"-0" Gravel in Base	5,166.05	7,075.5	cu. yd.	0.730	0.70	4,952.85
3/4"-0" Gravel in Cushion Course	594.50	410	cu. yd.	1.450	1.75	717.50
3/4"-0" Gravel in Shoulders and Surfacing	2,373.10	1,638	" "	1.450	1.75	2,866.50
Salvage Surface Material	204.04	395.5	cu. yd.	0.516	0.50	197.75
Filler	47.81	150	" "	0.319	0.30	45.00
Hauling Filler	74.44	684	yd. mi.	0.109	0.10	68.40
Portland Cement Concrete Pavement	18,315.97	10,737.96	sq. yd.	1.706	1.72	18,469.29
Expansion Joints	104.92	836	lin. ft.	0.126	0.20	167.20

Unit, Grants Pass-Green Creek Cost Analysis.

Item	Cost	Quantity	Unit Cost	Unit Bid	Gross Revenue
Contraction Joints	$159.39	5,632 lin. ft.	$0.028	$0.04	$225.28
Dowels	101.90	814	0.125	0.20	162.80
Tie Bars & Reinforcement	194.12	37,33.2 lbs.	0.052	0.06	223.99
Construction of Detour	193.93	All		100.00	100.00
SC-2 Road Oil in Place	480.36	16.012 Ton	30.00	30.00	480.36
Gravel Cover Material In Place	187.50	75 cu. yd.	2.50	2.50	187.50
PA #1, Cement Adjustment		146.44 Bbl.		2.87	- 420.28
EWO #1, 1" Galv. Iron Water Pipe	30.33				30.33
	$36,108.81				$37,153.48

Gross Revenue	$37,153.48
Total Cost	36,108.81
Net Profit	$1,044.67

Net Profit Equals 2.81% of Gross Revenue

Contract 2316

Details of Cost

Labor:

Supervision	$353.00	
Labor	4,465.00	
State Industrial Accident	313.17	
Unemployment Compensation	144.54	
Old Age Benefit	48.18	
		$5,323.89

Materials:

12" Concrete Pipe	225	lin. ft.	at	$0.6672	$150.12	
18" " "	288	" "	"	1.25	360.00	
36" Corr. Iron Siphon Pipe	100	" "	"	4.00	400.00	
36" Corr. Iron Siphon Bands	7		"	3.90	27.30	
Cable Guard Fence Mat'ls.					120.60	
3/4"-0" Gravel Cushion	410	cu. yd.	"	0.90	369.00	
3/4"-0" Gravel Surf.	1,638	" "	"	0.90	1,474.20	
Cement	3,194¼	bbl.	"	2.87	9,167.50	
Concrete Sand	1,021	cu. yd.	"	0.96	980.16	
Concrete Aggregate	1,779	" "	"	0.67	1,191.93	
Expansion Joints	836	lin. ft.	"	0.1055	16.72	
Contraction Joints	5,632	" "	"	0.0183	103.07	
Dowels	814		"	0.1085	88.32	
Dowel Sleeves	136		"	0.04	5.44	
Tie Bars	3,733.2	lbs.	"	0.042	156.79	
SC-2 Road Oil	16.012	Ton	"	10.70	171.33	
Gravel Cover	75	cu. yd.	"	0.90	67.50	
1" Galv. Iron Pipe					14.98	
						14,936.44

Miscellaneous:

Equipment Rental (Incl. Repairs)	$3,239.00	
Gas, Oil and Grease	1,674.80	
Form Lumber	533.60	
Miscellaneous Expenses	1,162.14	
Overhead Expense	379.16	
Home Office Expense	371.53	
Bond	371.53	
		7,731.76

Sub-Contracted to H. I. Hamilton:

(Labor & Equipment Only)

3/4"-0" Gravel Cushion	410	cu. yd.	at	$0.55	$225.50
3/4"-0" Gravel Surf.	1,638	" "	"	0.55	900.90
Portland Cement Concrete Pavement	10,737.96	sq. yd.	"	0.60	6,442.78

Detail of Cost on Contract 2316 (Cont'd).

Sub-Contracted to H. I. Hamilton (Cont'd):

Expansion Joints	836	lin. ft. at	$0.02	$16.72	
Contraction Joints	5,632	" " "	0.01	56.32	
Dowels	814	"	0.01	8.14	
Tie Bars	3,733.2	lbs. "	0.01	37.33	
					$7,687.69

Sub-Contracted to Norris Bros.:

SC-2 Road Oil in Place	16.012	Tons at	$19.30	$309.03	
Gravel Cover	75	cu. yd. at	1.60	120.00	
					429.03
		Total Cost			$36,108.81

Contract 2316

Cost Analysis of Harry I. Hamilton's Sub-Contract

Item	Cost	Quantity	Unit Cost	Unit Bid	Gross Revenue
3/4"-0" Gravel in Cushion	$205.80	410 cu. yd.	$0.502	$0.55	$225.50
3/4"-0" " " Shoulders and Surfacing	826.68	1,638 " "	0.505	0.55	900.90
Portland Cement Concrete Pavement	5,960.96	10,737.96 sq. yd.	0.555	0.60	6,442.78
Expansion Joints	20.90	836 lin. ft.	0.025	0.02	16.72
Contraction Joints	73.78	5,632 " "	0.013	0.01	56.32
Dowels	10.01	814	0.012	0.01	8.14
Tie Bars	46.67	3,733.2 lbs.	0.013	0.01	37.33
	$7,144.80				$7,687.69

Gross Revenue	$7,687.69
Total Cost	7,144.80
Net Profit	$542.89

Net Profit Equals 7.06% of Gross Revenue

a

Contract 2316

Details of Cost of Harry I. Hamilton's Sub-Contract

Labor:		
Supervision	$42.50	
Labor	2,717.02	
State Industrial Accident	179.37	
Unemployment Compensation	82.78	
Old Age Benefit	27.60	
		$3,049.27
Miscellaneous:		
Equipment Rental (Incl. Repairs)	$1,803.00	
Gas, Oil and Grease	1,235.75	
Miscellaneous Expenses	944.37	
Overhead Expenses	66.30	
Home Office Expense	46.11	
		4,095.53
Total Cost		$7,144.80

Contract 2316

Analysis of Paving Costs

Item	Cost	Quantity	Unit Cost
Fine Grade	$1,027.46	10,737.96 sq. yd.	$0.0957
Forms	840.29	" " "	0.0783
Batch	552.24	" " "	0.0514
Batch Trucks	806.72	" " "	0.0751
Mix	675.33	" " "	0.0629
Spread	341.18	" " "	0.0318
Finish	732.73	" " "	0.0682
Cure	327.11	" " "	0.0305
Cleanup & Tar	75.25	" " "	0.0070
Supervision & Overhead	1,116.25	" " "	0.1040
Cement - 1.19 Sacks per Sq. Yd.	9,167.50	" " "	0.8537
Concrete Aggregate - .26 Cu. Yd. per Sq. Yd.	2,172.09	" " "	0.2023
	$17,834.15	10,737.96 sq. yd.	$1.6609

The materials and miscellaneous expenses for paving were paid for by the principal, while labor, equipment and some miscellaneous and all overhead expenses were furnished under sub-contract by Harry I. Hamilton. The sub-contractor had just completed paving on an adjacent contract and had all of his equipment on hand, and his office, shop and batching bunkers already constructed. The batching plant was set adjacent to material stockpiles at the Rogue River Sand & Gravel Co., about 2½ miles from the west end of the job. The batching scale had units for weighing cement, sand and 3 sizes of gravel. Cement, in sacks, was delivered by truck to a loading platform where it was stored and moved as needed to the scales by hand trucks. Aggregates were loaded by a 3/8-yard shovel into two light trucks which hauled up a ramp and dumped into the batch bunkers. Batch trucks carrying three batches each hauled to the mixer. Most of the form lumber used on this job was salvaged from the adjoining contract and was installed by a crew of seven men. A motor patrol blade, a 10-ton roller and 4 men prepared subgrade. Concrete mixing was done in an automatically-controlled 7-sack mixer. Other equipment included a finishing machine, a Johnson bullfloat, a Jaeger high pressure pump, hand tools and cotton mats for curing. Paving crew consisted of a skipman, mixerman, two finishing machine operators and a helper, 4 concrete spreaders, 4 finishers, 3 men curing and four miscellaneous laborers. Paving started July 29th, 1940 and was finished August 8th. This period included 10 working days, totaling 80 hours. 10,738 Sq. yd. of Portland Cement concrete pavement were laid in 46 hours at an average rate of 233 sq. yd. per hour. This is equivalent to 190 lineal feet of 11-foot wide pavement per hour. The best day's production was 2,328 sq. yd. in an 8½-hour shift. Good progress was made on the entire job.

Contract 2316

REMARKS:

This was a "Regular Federal Aid Project" and consisted of 0.83 mile of highway roadbed, 7,000 cu. yd. of gravel base, 1,600 cu. yd. of gravel shoulders and surfacing, 10,700 sq. yd. of Portland Cement concrete pavement and other incidental work. The contract was bid and awarded May 3rd, 1940. Work was started May 9th and completed October 3rd, 1940. A crew of five to ten men worked 6 weeks on clearing and grubbing of brush and small trees and on salvaging and relaying of water and irrigation pipe. A detour was then bladed, surfaced and oiled.

Grading was practically completed in three weeks by cat and scraper units and a tractor and dozer working in light common material.

Removal of old pavement was also done with cat and scraper units. This pavement was a 4" surfacing of bituminous macadam surfacing.

The contractor obtained the 3"-0 gravel from a site which he purchased in the City of Grants Pass as a source of gravel for a previous contract. A 3/8-yard shovel loaded the material into two pit trucks which hauled about 300 feet and dumped through a grizzly to a previously constructed bunker. About 5% of the material was oversize, and this was wasted by the pit trucks. Light trucks hauled the 3"-0 material to the job where it was spread and compacted with a motor blade and a 10-ton roller.

All other rock materials used on the job, concrete aggregate and sand and crushed material for the cushion course, surfacing and shoulders and gravel cover for SC-2 road oil were purchased from the Rogue River Sand & Gravel Co., whose plant was located about 2½ miles from the west end of the job.

The labor and equipment on cushion course, shoulder and surfacing material and all items of paving were furnished under sub-contract by Harry I. Hamilton. The cost of materials and other expenses were borne by the principal contractor.

Labor and equipment on placing SC-2 road oil and gravel cover were furnished under sub-contract by Norris Bros. The cost of the road oil and gravel was paid by the principal contractor.

No serious delays or interference from weather occurred on this job. The bid prices were adequate, and the fact that much preparation for the job had been done on a previous contract made it possible for both the principal contractor and the paving sub-contractor to realize a profit on this project.

E. H. Clymer
Cost Analyst

By . . M. G. Smith

a

RECEIVED
FEB 21 1941

131-C-3

February 20, 1941

Great American Indemnity Co.
Harvey Wells-Reed Inc. Agency
Failing Building
Portland, Oregon

Dear Sirs:

You are hereby notified that State Highway contract No. 2316 for work on the East Unit, Grants Pass-Green Creek Section of the Pacific Highway, in Josephine County, has been completed by the contractor, Leonard & Slate, Multnomah, and that final settlement will be made on or after March 2, 1941.

The state is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues, or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the state assumes no responsibility for any such claims should there be any.

This notice is served upon you since you appear as surety on the bond furnished by the above contractor. Kindly acknowledge receipt of this letter.

For your information we wish to advise that the total amount paid the contractor in connection with this contract will be $37,156.94, including final payment, of which $30.33 is force account.

Yours very truly,

STATE HIGHWAY COMMISSION

By

Secretary

A

NOTED
D. G. DaSart

RECEIVED
DEC 11 1940
FOR FILING

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Grants Pass Irrigation District
BUSINESS OFFICE ~ COURTHOUSE
Grants Pass, Oregon

December 10, 1940

Oregon State Highway Commission,
Mr. H.B. Glaisyer, Secretary
Salem, Oregon

Dear Sir:

We acknowledge receipt of your letter of November 8th relative to cost of installation of siphon pipe across the Pacific Highway at Highway Engineer's Station 147+12 on the East Unit of the Grants Pass-Greens Creek Section of the Pacific Highway, and enclose herewith check for $6.20, covering balance due.

Yours very truly,

GRANTS PASS IRRIGATION DISTRICT

By Hazel F. Randolph
Assistant Secretary

12/11/40

REFERRED TO
BY SECRETARY

December 9, 1940

Grants Pass Irrigation District
Court House
Grants Pass, Oregon

Gentlemen:

On June 1, 1940, you filed with this office a certified check #240 in the sum of $835.00 to cover the installation of a siphon pipe.

On November 8, 1940, we advised you that the total cost of this installation amounted to $841.20 and that there was a balance of $6.20 due the State Highway Commission. To date we have not heard from you in regard to this matter.

Very truly yours,

STATE HIGHWAY COMMISSION

By

Secretary

HCC:de
cc——Mr. K. D. Lytle

Mr. Lytle: Will you kindly follow up this matter for us and see that the $6.20 is forwarded to this office.

November 8, 1940

Grants Pass Irrigation District
Court House
Grants Pass, Oregon

Gentlemen:

On June 1, 1940, you filed with this office a certified check #240 in the sum of $835.00, to cover the installation of a siphon pipe across the Pacific Highway at Highway Engineer's Station 147+12 on the East Unit of the Grants Pass-Green Creek Section of the Pacific Highway, Josephine County.

The cost of this installation amounted to $841.20 as per the invoice attached hereto, leaving a balance due the State Highway Commission of $6.20. On receipt of this amount a receipted invoice will be mailed to you.

Very truly yours,

STATE HIGHWAY COMMISSION

By

Secretary

WOC:ds
Encl.

Form E-30—Revised—30M—1-40

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Roseburg, Oregon
May 31, 1940

Subject: East Unit, Grants Pass-Green Creek Section

To:

H. G. Smith
Construction Engineer

Dear Sir:

I am sending herewith certified check, in the sum of $835.00, received from the Grants Pass Irrigation District, which represents the estimated cost of the installation of siphon pipe on the above section. This pipe is being placed at the request of the Irrigation District. The trench excavation was figured at 135 cubic yards.

As soon as we have the actual quantities of the pipe installed and other costs incurred in the installation, we will advise you the exact cost and this amount can be taken from the check, and the balance, if any, returned to the District.

Very truly yours,

K. D. Lytle

K. D. LYTLE
Division Engineer

NOTED
H. G. SMITH

KDL:G

enc

cc: Probert
Gall
Irrigation District

RECEIVED
JUN 1 1940

131-C-3

RECEIVED
OCT 18 1940
FOR FILING

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1
POST OFFICE BUILDING
PORTLAND, OREGON

RECEIVED
OCT 16 1940
STATE HIG

Stencil No. 124

IN YOUR REPLY PLEASE REFER TO FILE No. Ore. FAP 131-C (3)
East Unit Grants Pass-
Green Cr. Section
Pacific Highway

October 15, 1940

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

We are forwarding herewith, for your files, an executed copy of the ____________________ project agreement and certificate for the above numbered project.

Very truly yours,

W. H. LYNCH
District Engineer

By LJCaufield
L. J. Caufield
Sr. Highway Engineer

Encls.

Iron

Wa4pr-7383

Form P. R. 2

State Oregon

Federal Aid Project No. 131-C(3)

PROJECT AGREEMENT

MEMORANDUM OF AGREEMENT made this 16th day of Aug, 1940

by and between The Oregon State Highway Commission

, constituting

for the purpose hereof, the Highway Department of the State of Oregon hereinafter called the Highway Department, and the Federal Works Administrator, hereinafter called the Administrator, under and pursuant to the provisions of the act of Congress approved July 11, 1916 (39 Stat., 355), entitled "An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes," and of the act approved November 9, 1921 (42 Stat., 212), entitled "An Act to amend the Act entitled 'An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes,' approved July 11, 1916, as amended and supplemented, and for other purposes," and acts amendatory thereof or supplementary thereto:

Whereas the Highway Department of said State submitted on the 9th day of May, 1929, revised project statement, which was approved on the 29th day of June, 1929, for the proposed construction of a project consisting of the road hereinafter described; and

Whereas the Highway Department, in accordance with the rules and regulations promulgated for the administration of the Federal Highway Act, has furnished surveys, plans, specifications, and estimates for Section C(3) of said project which were recommended for approval by the District Engineer of the Public Roads Administration on the 5th day of April 1940; and

Whereas the Administrator has certified to the Secretary of the Treasury his approval of said surveys, plans, specifications, and estimates, and the sum of twenty-six thousand, three hundred thirty and 00/100 dollars ($26,330.00) as the share of the United States payable under said act on account of Section C(3) of said project, which does not exceed the authorized Federal pro rata share of the approved total estimated cost thereof:

Now, therefore, in consideration of the premises and of the several promises to be faithfully performed by each, as hereinafter set forth, the Highway Department and the Administrator do hereby mutually agree as follows:

16—11379

FUNDS AT THE DISPOSAL OF THE HIGHWAY DEPARTMENT

ARTICLE I. Funds for the use of the Highway Department in the construction of said project have been made available in the following manner, to wit:

(*a*) By the State from Chap. 175, laws 1917; Chap. 31, laws 1920; Chap. 529, laws 1939. (Include date and citation of act of legislature by which authorized)

(*b*) From other sources

(State how placed under direct control of Highway Department)

ROAD EMBRACED IN PROJECT

ARTICLE II. This agreement covers the following highway as described in detail in said surveys, plans, and specifications:

Between survey station 143+00 in the SW 1/4 Section 22, T. 36 S., R. 5 W., W. M., the east end of Section J(1) of said project, and survey station 186+92.8 in the SE 1/4 Section 22, T. 36 S., R. 5 W., W. M.

, length 0.831 of a mile~~s~~, in Josephine County, being Section C(3) of Oregon Federal Aid project No. 131, consisting of 0.831 of a mile~~s~~ of roadway and no bridges, ~~such~~ of more than 20 feet clear span.

~~[illegible]~~

CHARACTER AND METHOD OF CONSTRUCTION

Article III. The Highway Department will construct or cause to be constructed to final completion said project, in strict compliance with said plans and specifications, which are made a part hereof, under its direct supervision, which shall include adequate inspection throughout the course of construction, subject at all times to inspection and approval by the Administrator or his agents, and in accordance with the laws of said State, the rules and regulations of the Administrator, and the following conditions:

(*a*) It is agreed that the construction work on the project shall be performed by contract, unless the performance thereof by force account shall be approved by the Administrator or his authorized representatives. Such construction work as may be performed by force account shall be paid for on the basis of the units of work performed at the unit prices set forth in the estimate as approved by the Administrator, except that where the total actual cost is ascertained to be less than the estimate so approved the total Federal payments shall not exceed the Federal pro rata share of such total actual cost.

UNITED STATES PRO RATA SHARE OF THE COST OF SAID PROJECT

ARTICLE IV. The United States pro rata share of the value of the labor and materials which shall be actually put into the construction of Section C(3) of said project shall not in any event exceed the sum of twenty-six thousand, three hundred thirty and 00/100 dollars ($26,330.00), certified to the Secretary of the Treasury as above mentioned, which does not exceed the authorized Federal pro rata share of forty-three thousand, one hundred sixty-four and 00/100 dollars ($43,164.00), the approved total estimated cost of Section C(3) of said project.

PAYMENTS

ARTICLE V. As the construction of said project progresses, the Administrator shall from time to time draw warrants on the Secretary of the Treasury for the payment to State Treasurer
(Official or depository)
hereby designated by the Highway Department for that purpose and authorized under the laws of said State to receive public funds of the State of Oregon (Name) of such sums as shall not, together with previous payments, exceed the United States pro rata share, as above specified, of the value, as determined by the Administrator after inspection and approval, of the labor and materials which have actually been put into said construction work in compliance with the requirements of Article III hereof.

The Administrator reserves the right to withhold such sum as he may deem necessary to insure completion of construction in compliance with said plans and specifications.

MAINTENANCE OF PROJECT

ARTICLE VI. The Highway Department will maintain said project in compliance with said acts of July 11, 1916, and November 9, 1921, out of funds which have been or will be made available therefor by said State in the manner herein set forth, to wit: Chapter 529, laws 1939.
(Include reference to statute authorizing funds and probable amount annually available)

The Highway Department will use every means within its power to insure proper and permanent maintenance of said project, and to that end will provide for the constant making of needed repairs to preserve a smooth-surfaced highway.

Showing of authority of the Highway Department to execute agreements will be found in the agreement for project No. 112.

In witness whereof the parties have hereunto affixed their signatures, the Highway Department on the day and year first above written and the Administrator on the ________ day of SEP 23 1940, 19__

OREGON STATE HIGHWAY COMMISSION
(Official title of Highway Department)

By Henry F. Cabell
Chairman, State Highway Commission
(Title of officer)

By ________
Member, State Highway Commission
(Title of officer)

By ________
Member, State Highway Commission
(Title of officer)

By ________
____
(Title of officer)

By ________
____
(Title of officer)

FEDERAL WORKS ADMINISTRATOR,

By ________
Acting Commissioner of Public Roads.

U. S. GOVERNMENT PRINTING OFFICE 16—11379

Form PR. 8—Revised

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION

CERTIFICATE OF APPROVAL OF PLANS, SPECIFICATIONS, AND ESTIMATES

(Under "An Act to provide that the United States shall aid the States in the construction of rural roads, and for other purposes," approved July 11, 1916, and acts amendatory thereof and supplementary thereto.)

To

The Secretary of the Treasury, and

The State Highway Department of the State of Oregon

Pursuant to the acts above cited, I hereby certify—

First. That in accordance with the provisions of said acts, I have approved the plans, specifications, and estimates submitted by the State Highway Department of the State of Oregon for the construction of a highway designated in the records of this Agency as Federal Aid Project No. 131-C(3) State of Oregon

Second. That in accordance with said provisions I have approved the sum of $ 43,164.00 as the total estimated cost of said project, and the sum of $ 26,330.00 as the share of the United States, payable under said acts on account of such project, which does not exceed the authorized Federal pro rata share of said total estimated cost.

Done at the city of Washington, this .... day of SEP 23 1940

one thousand nine hundred and ....

Federal Works Administrator,

By W.J.O'Leary
Acting Commissioner of Public Roads.

U. S. GOVERNMENT PRINTING OFFICE 16—10139

FA 131-C-

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION

Stencil No. 3.

IN YOUR REPLY PLEASE
REFER TO FILE NO.________

POST OFFICE BUILDING
PORTLAND, OREGON

October 7, 1940

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

Final inspection of Oregon FAP 131-C (3), the East Unit, Grants Pass - Green Creek Section of the Pacific Highway, was made by a representative of this office on September 18, 1940. Prompt submission of the final voucher will be appreciated.

Very truly yours,

W. H. LYNCH
District Engineer

By L J Canfield
L. J. Canfield
Sr. Highway Engineer

Lon

Form E-1—8M—3-40

131-C-3

OREGON STATE HIGHWAY COMMISSION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending Oct. 5, 1940, *19*

Section East Unit Grants Pass Green Creek

Kind of work Grade & Pave

Highway Pacific

Section prefix 17 - 1103

Contractor Leonard & Slate

Contract number 2316

Date of contract May 3, 1940, *19*

Date of completion Oct. 31, 1940, *19*

Date work started May 9, 1940, *19*

Estimated date of completion Oct. 3, 1940, *19*

Amount of contract $39,240.00

Per cent of time elapsed 85 %

Estimated cost of completed project, exclusive of engineering $39,240.00

Per cent of contract completed, based on total contract price 100 %

Engineering cost to date, $ 2,480.00, 6.3 %

Date project was completed Oct. 3, 1940, *19*

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

Mr. Leonard on the job on the 2nd, looked over the leaky pipe line of the irrigation system and had it welded. The job was then called completed.

H. N. HACKETT,

H. G. SMITH

Signed C. C. Gall,

Address Grants Pass

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project	0.83	0.83			0.83
Miles partially completed	0.83	0.83			0.83
Miles completed	0.83	0.83			0.83
Total estimated quantities	13,000	9,230			10,800
Estimated quantities moved or placed to date	all	all			all
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day					
Hours per shift					
Average force on project for week					

Percentages of men employed on contract to be secured from:

.... County, ...%; .... County, ...%; .... County, ...%; .... County, ...%

	NUMBER USED AND SECURED FROM					CONTRACTOR'S KEY MEN, ETC.	TOTAL
	COUNTY	COUNTY	COUNTY	COUNTY	OTHER SOURCES		
Men							
Men and teams							
Men and trucks under 3 tons							
Men and trucks over 3 tons							
Men and tractors							

Equipment used during week: Shovels ...., Power graders ...., Rollers ...., Mixers ...., Crushing or screening plants ....,

Compressors ...., Bulldozers ...., Sheet-foot rollers ...., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday	Cloudy		
Monday	"		
Tuesday	"		
Wednesday	"		
Thursday	"		
Friday	Clear		
Saturday	"		

STATE PRINTING DEPT.

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AUG 20 1940
FOR FILING
FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION

131-C-3

(Stencil #28)

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

POST OFFICE BUILDING
PORTLAND, OREGON

IN YOUR REPLY PLEASE REFER TO FILE No. Oregon FAP 131-C (3)
East Unit, Grants Pass-Green Cr.
Pacific Highway

August 8, 1940

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

We are forwarding herewith two copies of proposed project agreement for signature and return to this office.

Enclosed is an approved copy of the detail estimate, upon which the agreement was based, together with approved copy of specifications.

Very truly yours,

W. H. LYNCH
District Engineer

By T. M. Davis
T. M. Davis
Sr. Highway Engineer

Jwn

RECEIVED
JUL 15 1940
FOR FILING

131-C-3

July 13, 1940

Mr. W. H. Lynch
District Engineer
Public Roads Administration
Post Office Box 3900
Portland, Oregon

Dear Sir:

Herewith are enclosed seven copies of estimate as basis for project agreement for the East Unit, Grants Pass-Green Creek Section, Project No. FA 131-C (3).

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/GS

Encl.

Oregon State Highway Department Federal Aid Project No. 131-C (3)

EAST UNIT, GRANTS PASS-GREEN CREEK SECTION
OF THE PACIFIC HIGHWAY IN JOSEPHINE COUNTY

(Estimate as basis for project agreement. Based on low bid prices.)

Salem, Oregon, June 14, 1940

Original Project (Sta. 165+92.8 to 186+92.8)

All Required		Clearing and Grubbing		$ 239.00
180	cu. yds.	Trench Excavation	$ 1.00	180.00
8,500	cu. yds.	Excavation, Single Classif.	.20	1,700.00
16,000	yd. sta.	Overhaul	.01	160.00
1,850	yd. mi.	Truck Haul	.10	185.00
0.40	mile	Finishing Roadbed and Slopes	300.00	120.00
370	M-gals.	Sprinkling	1.00	370.00
1,200	lin. ft.	Rounding Cutbanks	.10	120.00
2,100	sq. yds.	Removal of Old Pavement	.30	630.00
150	lin. ft.	12" Concrete Pipe	1.25	187.50
70	lin. ft.	18" Concrete Pipe	2.25	157.50
1,450	lin. ft.	Salvaging Water Pipe	.50	725.00
220	lin. ft.	Cable Guard Fence	1.50	330.00
3,100	cu. yds.	3" - 0" Gravel in Base	.70	2,170.00
160	cu. yds.	3/4" - 0" Gravel in Cushion Course	1.75	280.00
860	cu. yds.	3/4" - 0" Gravel in Shoulders and Surfacing	1.75	1,505.00
500	cu. yds.	Salvaging Surfacing Materials	.50	250.00
220	cu. yds.	Filler	.30	66.00
220	yd. mi.	Hauling Filler	.10	22.00
5,160	sq. yds.	Portland Cement Concrete Pavement	1.72	8,875.20
410	lin. ft.	Expansion Joints	.20	82.00
2,770	lin. ft.	Contraction Joints	.04	110.80
380	only	Dowels	.20	76.00
1,900	lbs.	Tie Bars and Reinforcement	.06	114.00
All Required		Constructing Detour (70%)		70.00
12	tons	SC-2 Road Oil in Place	30.00	360.00
60	cu. yds.	Gravel Cover Material in Place	2.50	150.00
			Subtotal	$ 19,235.00
			10% Engr. & Cont.	1,923.50
			Total	$ 21,158.50

Length .397 mile
Cost per mile $ 53,295.96

Extension of Project (Sta. 143+00 to 165+92.8)

All Required		Clearing and Grubbing		$ 261.00
420	cu. yds.	Trench Excavation	$ 1.00	420.00
4,500	cu. yds.	Excavation, Single Classif.	.20	900.00
10,000	yd. sta.	Overhaul	.01	100.00
250	yd. mi.	Truck Haul	.10	25.00
0.43	mile	Finishing Roadbed and Slopes	300.00	129.00
180	M-gals.	Sprinkling Embankment Materials	1.00	180.00
2,300	sq. yds.	Removal of Old Pavement	.30	690.00
80	lin. ft.	12" Concrete Pipe	1.25	100.00
290	lin. ft.	18" Concrete Pipe	2.25	652.50
70	lin. ft.	24" Concrete Pipe	3.00	210.00
110	lin. ft.	36" Corr. Iron Siphon Pipe	7.00	770.00
30	lin. ft.	6" Steel Pipe	1.00	30.00
33	lin. ft.	Salvaging Culvert Pipe	1.00	33.00
450	lin. ft.	Salvaging Water Pipe	.50	225.00
3,900	cu. yds.	3" - 0" Gravel in Base	.70	2,730.00
170	cu. yds.	3/4" - 0" Gravel in Cushion Course	1.75	297.50
940	cu. yds.	3/4" - 0" Gravel in Shoulders and Surfacing	1.75	1,645.00
50	cu. yds.	Salvaging Surfacing Materials	.50	25.00
230	cu. yds.	Filler	.30	69.00
230	yd. mi.	Hauling Filler	.10	23.00
5,640	sq. yds.	Portland Cement Concrete Pavement	1.72	9,700.80
440	lin. ft.	Expansion Joints	.20	88.00
3,030	lin. ft.	Contraction Joints	.04	121.20
420	only	Dowels	.20	84.00
2,100	lbs.	Tie Bars and Reinforcement	.06	126.00
All Required		Construction of Detour (30%)		30.00
8	tons	SC-2 Road Oil in Place	30.00	240.00
40	cu. yds.	Gravel Cover Material in Place	2.50	100.00
			Subtotal	$ 20,005.00
			10% Engr. & Cont.	2,000.50
			Total	$ 22,005.50

Length .434 mile
Cost per mile $ 50,703.91

SUMMARY OF FUNDS REQUESTED

Item	Total Cost	Federal Aid Funds	State Funds
Original Project	$ 21,158.50	$ 12,907.00	$ 8,251.50
Extension	22,005.50	13,423.00	8,582.50
	$ 43,164.00	$ 26,330.00	$ 16,834.00

State Funds for Construction: Chap. 175, laws 1917; Chap. 31, laws 1920; Chap. 529, laws 1939
State Funds for Maintenance: Chap. 529, laws 1939

131-C-3

May 23, 1940

Leonard & Slate
Multnomah, Oregon

Gentlemen:

We are forwarding to you today, by express, a fully executed copy of Contract No. 2316 which was awarded to you on May 3, 1940, covering grading and paving on the East Unit, Grants Pass-Green Creek Section of the Pacific Highway, in Josephine County. This is for your records and files.

Very truly yours,

AM

Secretary

131-C-3

May 7, 1940

Leonard & Slate

Multnomah, Oregon

Gentlemen:

We are sending to you today, by express, four copies of Contract No. 2316 which was awarded to you on May 3, 1940, for grading and paving the East Unit, Grants Pass-Green Creek Section of the Pacific Highway, in Josephine County.

Will you kindly execute all four copies of this contract as to agreement and bond and return them to this office for approval by the Highway Commission. When this is done a fully executed copy will be returned to you for your records and files. We will also send an executed copy to the surety on your bond.

Your special attention is called to the provision under Section 5 of the General Provisions, page 14, relating to the Workmen's Compensation Act. You are expected to accept the terms of this Act and to carry on your work under this contract in strict conformance thereto.

Your attention is also called to the mimeographed page immediately following page 47 of the mimeographed Special Provisions, relating to the payment by the contractor of amounts due hospital associations, et cetera.

Very truly yours,

AM

Secretary

RECEIVED

131-C-3

May 4, 1940

Leonard & Slate
Multnomah, Oregon

Gentlemen:

The State Highway Commission on May 3, 1940, awarded you the contract for 0.83 mile grading and paving the East Unit of Grants Pass-Green Creek Section of the Pacific Highway, in Josephine County. This award was based on your low bid of $39,240 submitted on that date.

Contract forms will be sent to you for execution within the next few days.

Very truly yours,

Secretary

AM

cc - Mr. S. H. Probert
Mr. G. S. Paxson

RECEIVED
AUG 21 1940
FOR FILING

131-C-3

May 3, 1940

Mr. W. H. Lynch
District Engineer
Public Roads Administration
Post Office Box 3900
Portland, Oregon

Dear Sir:

All necessary right of way has been acquired for the East Unit, Grants Pass-Green Creek Section, Project No. FA 131-C (3).

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/ME

131-C-3

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION
DISTRICT ONE

MONTANA
OREGON
WASHINGTON

POST OFFICE BUILDING
PORTLAND, OREGON

May 3, 1940

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

This is to confirm our verbal concurrence in award of contract, as of this date, for Oregon Federal Aid Project No. FAP 131-C (3), East Unit of Grants Pass-Green Creek Section of the Pacific Highway, to Leonard & Slate, Multnomah, Oregon, who submitted the low bid.

Very truly yours,

W H Lynch
W. H. LYNCH
District Engineer

RECEIVED
APR 10 1940
FOR FILING

131-C-3

April 10, 1940

Mr. W. H. Lynch
District Engineer
Public Roads Administration
P. O. Box 3900
Portland, Oregon

Dear Sir:

We refer to the second paragraph of your letter of April 5th, concerning the East Unit of the Grants Pass-Green Creek Section, FA 131-C (3).

As the embankment construction work in the vicinity of Stations 150 to 152 is very light, the exact station limit to which the excess materials from the West Unit will construct the embankment is uncertain and will not be known until the work is done. There appears to have been no particular reason for changing the ending station from Station 152+50, as shown on the plans for the West Unit, to Station 150+40, as shown on the plans for the East Unit, but since the plans have been so prepared and since the matter is of little importance, we suggest that the discrepancy be overlooked.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

SHP:ER

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION
DISTRICT ONE

MONTANA
OREGON
WASHINGTON

POST OFFICE BUILDING
PORTLAND, OREGON

April 5, 1940

Mr. R. H. Baldock,
State Highway Engineer
Salem, Oregon

Dear Sir:

P. S. and E. documents for Oregon Federal Aid Project No. 131-C (3), the East Unit of the Grants Pass-Green Creek Section of the Pacific Highway, have today been recommended for approval. This is your authority to advertise for bids, subject to final review and approval of the plans and specifications by the Commissioner of Public Roads.

On page 46 of the Special Provisions it is noted the bidders are advised that the contractor on the contract for the Grants Pass-Green Creek-West Unit will grade from Sta. 143+00 to 150+40, while the plans for this project show the non-participating work to be from Sta. 143+00 to 152+50. We would appreciate information as to just how far the grading work under the present contract is to be carried.

Concurrence in award will be withheld pending receipt of certificate that the rights-of-way have been obtained.

Very truly yours,

W H Lynch

W. H. LYNCH,
District Engineer

By

~~F. E. Andrews~~
~~Senior~~ Highway Engineer

131-C-3

March 30, 1940

Mr. W. H. Lynch
District Engineer
Public Roads Administration
P. O. Box 3900
Portland, Oregon

Dear Sir:

Herewith are enclosed seven copies of estimate and three copies of right of way statement to accompany plans and specifications for the East Unit, Grants Pass-Green Creek Section, Project No. FA 131-C (3).

Five bid proposals and five sets of blueprint plans are being sent under separate cover.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dist. by J. W. Nash/ER

Encl.

Oregon State Highway Department Federal Aid Project No. 131-C (3)

EAST UNIT, GRANTS PASS-GRAVE CREEK SECTION
OF THE PACIFIC HIGHWAY IN JOSEPHINE COUNTY

(Estimate to accompany plans and specifications. Not as basis for project agreement.)

Salem, Oregon, March 30, 1940

Original Project (Sta. 165+92.8 to 186+92.8)

All Required		Clearing and Grubbing		$ 150.00
180	cu. yds.	Trench Excavation	$ 1.00	180.00
8,500	cu. yds.	Excavation, Single Classif.	.24	2,040.00
16,000	yd. sta.	Overhaul	.01	160.00
1,850	yd. mi.	Truck Haul	.12	222.00
0.40	mile	Finishing Roadbed and Slopes	300.00	120.00
370	M-gals.	Sprinkling	1.50	555.00
1,200	lin. ft.	Rounding Cutbanks	.10	120.00
2,100	sq. yds.	Removal of Old Pavement	.30	630.00
150	lin. ft.	12" Concrete Pipe	1.00	150.00
70	lin. ft.	18" Concrete Pipe	2.00	140.00
1,450	lin. ft.	Salvaging Water Pipe	.25	362.50
220	lin. ft.	Cable Guard Fence	1.25	275.00
3,100	cu. yds.	3" - 0" Gravel in Base	.80	2,480.00
160	cu. yds.	3/4" - 0" Gravel in Cushion Course	1.75	280.00
860	cu. yds.	3/4" - 0" Gravel in Shoulders and Surfacing	1.75	1,505.00
500	cu. yds.	Salvaging Surfacing Materials	.50	250.00
220	cu. yds.	Filler	.40	88.00
220	yd. mi.	Hauling Filler	.15	33.00
5,160	sq. yds.	Portland Cement Concrete Pavement	1.75	9,030.00
410	lin. ft.	Expansion Joints	.20	82.00
2,770	lin. ft.	Contraction Joints	.03	83.10
380	only	Dowels	.20	76.00
1,900	lbs.	Tie Bars and Reinforcement	.06	114.00
All Required		Constructing Detour (70%)		280.00
12	tons	SC-2 Road Oil in Place	40.00	480.00
60	cu. yds.	Gravel Cover Material in Place	2.00	120.00
			Subtotal	$ 20,005.60
			10% Engr. & Cont.	2,000.56
			Total	$ 22,006.16

Length .397 mile
Cost per mile $ 55,431.13

Extension of Project (Sta. 143+00 to 165+92.8)

All Required		Clearing and Grubbing		$ 150.00
420	cu. yds.	Trench Excavation	$ 1.00	420.00
4,500	cu. yds.	Excavation, Single Classif.	.24	1,080.00
10,000	yd. sta.	Overhaul	.01	100.00
250	yd. mi.	Truck Haul	.12	30.00
0.43	mile	Finishing Roadbed and Slopes	300.00	129.00
180	M-gals.	Sprinkling Embankment Materials	1.50	270.00
2,300	sq. yds.	Removal of Old Pavement	.30	690.00
80	lin. ft.	12" Concrete Pipe	1.00	80.00
290	lin. ft.	18" Concrete Pipe	2.00	580.00
70	lin. ft.	24" Concrete Pipe	3.00	210.00
110	lin. ft.	36" Corr. Iron Siphon Pipe	6.00	660.00
30	lin. ft.	6" Steel Pipe	5.00	150.00
33	lin. ft.	Salvaging Culvert Pipe	.80	26.40
450	lin. ft.	Salvaging Water Pipe	.25	112.50
3,900	cu. yds.	3" - 0" Gravel in Base	.80	3,120.00
170	cu. yds.	3/4" - 0" Gravel in Cushion Course	1.75	297.50
940	cu. yds.	3/4" - 0" Gravel in Shoulders and Surfacing	1.75	1,645.00
50	cu. yds.	Salvaging Surfacing Materials	.50	25.00
230	cu. yds.	Filler	.40	92.00
230	yd. mi.	Hauling Filler	.15	34.50
5,640	sq. yds.	Portland Cement Concrete Pavement	1.75	9,870.00
440	lin. ft.	Expansion Joints	.20	88.00
3,030	lin. ft.	Contraction Joints	.03	90.90
420	only	Dowels	.20	84.00
2,100	lbs.	Tie Bars and Reinforcement	.06	126.00
All Required		Construction of Detour (30%)		120.00
8	tons	SC-2 Road Oil in Place	40.00	320.00
40	cu. yds.	Gravel Cover Material in Place	2.00	80.00
			Subtotal	$ 20,680.80
			10% Engr. & Cont.	2,068.08
			Total	$ 22,748.88

Length .434 mile
Cost per mile $ 52,416.77

SUMMARY OF FUNDS REQUESTED

Item	Total Cost	Federal Aid Funds	State Funds
Original Project	$ 22,006.16	$ 13,423.00	$ 8,583.16
Extension	22,748.88	13,877.00	8,871.88
	$ 44,755.04	$ 27,300.00	$ 17,455.04

131-C-3

EAST UNIT, GRANTS PASS-GREEN CREEK SECTION

PROJECT NO. FA 131-C (3)

While negotiations for right of way are in progress, 17 parcels have not been acquired nor has the right to occupy and use these parcels been secured, but it is now believed that all necessary right of way can be made fully available within 30 days.

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

March 30, 1940

CONTRACT # 2317

FA 155-B-1 North Pilot Rock Sec., 1940
Pendleton-John Day Hwy.
#2317

RECEIVED
APR 18 1941
FOR FILING

1[illegible]-B-1

April 18, 1941

MARYLAND CASUALTY COMPANY
c/o Hansen & Rowland
Washington Building
Tacoma, Washington

Gentlemen:

In the letter we wrote you yesterday giving notice of revised final settlement to be made on or after April 28, 1941, in connection with completed contract No. 2327, for the construction of a bridge over East Birch Creek on the North Pilot Rock Section of the Pendleton-John Day Highway, the name of the contractor was erroneously given as Ray L. Houck. The contractor on this job is McNutt Bros. Kindly note this correction in your records.

Very truly yours,

STATE HIGHWAY COMMISSION

By
Secretary

DGD:mkl

NOTED
D. G. DeSart

RECEIVED
APR 18 1941
FOR FILING

April 17, 1941

MARYLAND CASUALTY COMPANY
c/o Hansen & Rowland, Agents
Washington Building
Tacoma, Washington

McNutt Bros

Gentlemen:

You are hereby notified that State Highway Contract No. 2317 for for construction of bridge over East Birch Creek on the Pendleton-John Day Highway, in Umatilla County, has been completed by the contractor, Ray L. Houck, and that final settlement will be made by the state with said contractor on or after April 28, 1941. This is a revised final estimate.

The state is not advised of any unpaid claims for labor or materials incurred in the performance of such work, nor of the existence of any claims, debts, dues, or demands incurred and remaining unsatisfied, and you are advised that the state assumes no responsibility for any such claims should there be any.

This notice is served upon you since you appear as surety on the bond furnished by the above contractor. Kindly acknowledge receipt of this letter.

For your information we wish to advise that the total amount paid the contractor in connection with this contract will be $24,130.12, including final payment, of which $115.36 is for force account work. This contract was completed October 12, 1940, and accepted by the Highway Commission December 18, 1940.

Very truly yours,

STATE HIGHWAY COMMISSION

By
Secretary

NOTED
D. G. DeSart

DGD:mbl

RECEIVED
FOR FILING

155-E-1

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
December 16, 1940

Subject:

To: Mr. H. B. Glaisyer
Secretary
Office

Dear Sir:

For your information, McNutt Brothers completed work on Contract No. 2317, East Birch Creek Bridge in Umatilla County, on October 12, 1940. Please secure authority from the Commission to pay the final estimate on this job.

Yours very truly,

G. S. Paxson
Bridge Engineer

By WAReeves

W. A. Reeves
Bridge Office Engineer

CAG:TH
cc: G. A. Gardner

APPROVED BY HIGHWAY COMMISSION
DATE December 18, 1940
Secretary

NOTED
D. G. DeSart

RECEIVED
JAN 13 1941
FOR FILING

155-P-1

January 11, 1941

Maryland Casualty Company
Hansen & Rowland, Inc.,
Washington Building
Tacoma, Washington

Attention: A. Van R. Schermerhorn

Gentlemen:

Reply is made to your letter of January 8th in which you state that you are unable to locate any record of having executed a bond on behalf of McNutt Brothers covering State Highway Contract No. 2317. This contract covers bridge construction over East Birch Creek on the North Pilot Rock Section of the Pendleton-John Day Highway, in Umatilla County. The contract also calls for the grading, surfacing and oiling of the approaches to said bridge. Bids for this project were received by the Commission on May 3, 1940, and the contract was awarded to McNutt Brothers on that date.

The bond furnished in connection with this project was furnished by the Maryland Casualty Company and bears the signature of J. C. Rowland, as Attorney-in-Fact, and also as Resident Agent.

On November 28, 1940, we advised you that semi-final payment would be made on this contract within ten days and you acknowledged receipt of said notification on December 3, 1940.

In view of the foregoing facts I believe your record is in error or that the data on this bond was overlooked in your office.

Yours very truly,

HBG:MC

Secretary

NOTED
D. G. DeSart

RECEIVED
JAN 2 1941
FOR FILING

155-B-1

December 31, 1940

Maryland Casualty Company
Hansen & Rowland, Inc.
Washington Bldg.
Tacoma, Wash.

Gentlemen:

You are hereby notified that State Highway contract No. 2317, for work on the bridge over East Birch Creek, on the Pendleton-John Day Highway in Umatilla County, has been completed by the contractor, McNutt Bros., and that final settlement will be made on or after January 10, 1941.

The state is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues, or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the State assumes no responsibility for any such claims should there be any.

This notice is served upon you as you appear as surety on the bond furnished by the above contractor. Kindly acknowledge receipt of this letter.

For your information we wish to advise that the total amount paid the contractor in connection with this contract will be $23,893.10, including final payment, and that no force account work was performed therein. This contract was completed October 12, 1940, and accepted by the Commission on December 18, 1940.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

By: Secretary

RS

NOTED
D. G. DeSart

RECEIVED
DEC 2 1940
FOR FILING

155-B-1

November 28, 1940

MARYLAND CASUALTY COMPANY
c/o Hansen & Rowland, Inc., Agents
Washington Building
Tacoma, Washington

Gentlemen:

You are advised that it is the intention of the State Highway Commission to make semi-final payment to McNutt Bros. on Contract No. 2317, for construction of a bridge over East Birch Creek in Umatilla County, on the Pendleton-John Day Highway. This payment, in the amount of $2,101.08, will be made on or after December 9, 1940. The retained percentage is $713.24.

The state is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues, or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the state assumes no responsibility for any such claims should there be any.

Kindly acknowledge receipt of this letter.

Very truly yours,

STATE HIGHWAY COMMISSION

By
Secretary

DGD:MBL

NOTED
D. G. DeSart

RECEIVED
DEC 3 1940
FOR FILING

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION

Station No. 3.

IN YOUR REPLY PLEASE
REFER TO FILE No.

POST OFFICE BUILDING
PORTLAND, OREGON

155 B-1

November 27, 1940

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

Final inspection of Oregon FAP 155-B (1), North Pilot Rock Section of the Pendleton-John Day Highway, was made by a representative of this office on November 13, 1940. Prompt submission of the final voucher will be appreciated.

Very truly yours,

W. H. LYNCH
District Engineer

By LJCaufield
L. J. Caufield
Sr. Highway Engineer

Jrm

10

Form E-1—5M—5-40

15C-E-1

OREGON STATE HIGHWAY COMMISSION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending Nov.23,1940, 19

Section North Pilot Rock

Kind of work Grading Oiling and Bridge

Highway Pendleton-John Day

Section prefix 30-1128

Contractor MCNutt Brothers

Contract number 2317

Date of contract May 3,1940, 19

Date of completion Oct.31,1940, 19

Date work started May 24,1940, 19

Estimated date of completion Oct.12,1940, 19

Amount of contract $26288.00

Per cent of time elapsed 100 %

Estimated cost of completed project, exclusive of engineering $26288.00

Per cent of contract completed, based on total contract price 100 %

Engineering cost to date, $1635.47, %

Date project was completed Oct.12,1940, 19

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

Completed and sent off Semi-Final estimate for this Job on the 19th

Signed L. R. Chandler By O. G. Mc[illegible]

Address Pendleton-Oregon

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project	0.34	0.34		0.34	
Miles partially completed	0.34	0.34		0.34	
Miles completed	0.34	0.34		0.34	
Total estimated quantities	6100	750		46 Tons	
Estimated quantities moved or placed to date	4954.8	619.5		55 "	
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day					
Hours per shift					
Average force on project for week					

Percentages of men employed on contract to be secured from:

.... County, ...%; .... County, ...%; .... County, ...%; .... County, ...%

	NUMBER USED AND SECURED FROM					CONTRACTOR'S KEY MEN, ETC.	TOTAL
	COUNTY	COUNTY	COUNTY	COUNTY	OTHER SOURCES		
Men							
Men and teams							
Men and trucks under 3 tons							
Men and trucks over 3 tons							
Men and tractors							

Equipment used during week: Shovels ...., Power graders ...., Rollers ...., Mixers ...., Crushing or screening plants ....,

Compressors ...., Bulldozers ...., Sheet-foot rollers ...., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday	Clear & Cold		
Monday	" "		
Tuesday	" "		
Wednesday	Snow		
Thursday	"		
Friday	Clear and Cold		
Saturday	" "		

STATE PRINTING DEPT.

155-1-1

RECEIVED
OCT 1 1940

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION

RECEIVED
OCT 16 1940
STATE HIGHWAY COMMISSION

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

POST OFFICE BUILDING
PORTLAND, OREGON

Stencil No. 124

IN YOUR REPLY PLEASE REFER TO FILE No. Ore. FAP 155-B (1)
North Pilot Rock Sec.
Pendleton-John Day Hwy.

October 15, 1940

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

We are forwarding herewith, for your files, an executed copy of the ____________________ project agreement and certificate for the above numbered project.

Very truly yours,

W. H. LYNCH
District Engineer

By L J Caufield
L. J. Caufield
Sr. Highway Engineer

Encls.

Ton

wa4pi-7517

Form P. R. 2

State Oregon

Federal Aid

Project No. 155-B(1)

PROJECT AGREEMENT

MEMORANDUM OF AGREEMENT made this 16th day of Aug, 1940

by and between the Oregon State Highway Commission

, constituting

for the purpose hereof, the Highway Department of the State of Oregon hereinafter called the Highway Department, and the Federal Works Administrator, hereinafter called the Administrator, under and pursuant to the provisions of the act of Congress approved July 11, 1916 (39 Stat., 355), entitled "An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes," and of the act approved November 9, 1921 (42 Stat., 212), entitled "An Act to amend the Act entitled 'An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes,' approved July 11, 1916, as amended and supplemented, and for other purposes," and acts amendatory thereof or supplementary thereto:

Whereas the Highway Department of said State submitted on the 23rd day of March, 1929, a project statement, which was approved on the 1st day of June, 1929, for the proposed construction of a project consisting of the road hereinafter described; and

Whereas the Highway Department, in accordance with the rules and regulations promulgated for the administration of the Federal Highway Act, has furnished surveys, plans, specifications, and estimates for Section B(1) of said project which were recommended for approval by the District Engineer of the Public Roads Administration on the 18th day of April 1940; and

Whereas the Administrator has certified to the Secretary of the Treasury his approval of said surveys, plans, specifications, and estimates, and the sum of Sixteen thousand, forty and 00/100 dollars ($16,040.00) as the share of the United States payable under said act on account of Section B(1) of said project, which does not exceed the authorized Federal pro rata share of the approved total estimated cost thereof:

Now, therefore, in consideration of the premises and of the several promises to be faithfully performed by each, as hereinafter set forth, the Highway Department and the Administrator do hereby mutually agree as follows:

FUNDS AT THE DISPOSAL OF THE HIGHWAY DEPARTMENT

ARTICLE I. Funds for the use of the Highway Department in the construction of said project have been made available in the following manner, to wit:

(*a*) By the State from Chap. 175, laws 1917; Chap. 31, laws 1920; Chap. 539, laws 1939. (Include date and citation of act of legislature by which authorized)

(*b*) From other sources (State how placed under direct control of Highway Department)

ROAD EMBRACED IN PROJECT

ARTICLE II. This agreement covers the following highway as described in detail in said surveys, plans, and specifications:

Between survey station 0+00 in the NW 1/4 Sec. 16, T. 1 S., R. 32 E., W.M., and survey station 18+33.3 on Main Street at Willow Street in Pilot Rock, length 0.347 of a mile~~s~~ in Umatilla County, being Section B(1) of Oregon Federal Aid project No. 155, consisting of 0.337 of a mile~~s~~ of roadway and one bridge of more than 20 feet clear span, 0.010 of a mile in length.

CHARACTER AND METHOD OF CONSTRUCTION

ARTICLE III. The Highway Department will construct or cause to be constructed to final completion said project, in strict compliance with said plans and specifications, which are made a part hereof, under its direct supervision, which shall include adequate inspection throughout the course of construction, subject at all times to inspection and approval by the Administrator or his agents, and in accordance with the laws of said State, the rules and regulations of the Administrator, and the following conditions:

(*a*) It is agreed that the construction work on the project shall be performed by contract, unless the performance thereof by force account shall be approved by the Administrator or his authorized representatives. Such construction work as may be performed by force account shall be paid for on the basis of the units of work performed at the unit prices set forth in the estimate as approved by the Administrator, except that where the total actual cost is ascertained to be less than the estimate so approved the total Federal payments shall not exceed the Federal pro rata share of such total actual cost.

UNITED STATES PRO RATA SHARE OF THE COST OF SAID PROJECT

ARTICLE IV. The United States pro rata share of the value of the labor and materials which shall be actually put into the construction of Section B(1) of said project shall not in any event exceed the sum of Sixteen thousand, forty and 00/100 dollars ($16,040.00), certified to the Secretary of the Treasury as above mentioned, which does not exceed the authorized Federal pro rata share of Twenty-seven thousand, seven hundred forty-seven and 80/100 dollars ($27,747.80), the approved total estimated cost of Section B(1) of said project.

PAYMENTS

ARTICLE V. As the construction of said project progresses, the Administrator shall from time to time draw warrants on the Secretary of the Treasury for the payment to the State Treasurer

(Official or depository)

hereby designated by the Highway Department for that purpose and authorized under the laws of said State to receive public funds of the State of Oregon
(Name)
of such sums as shall not, together with previous payments, exceed the United States pro rata share, as above specified, of the value, as determined by the Administrator after inspection and approval, of the labor and materials which have actually been put into said construction work in compliance with the requirements of Article III hereof.

The Administrator reserves the right to withhold such sum as he may deem necessary to insure completion of construction in compliance with said plans and specifications.

MAINTENANCE OF PROJECT

ARTICLE VI. The Highway Department will maintain said project in compliance with said acts of July 11, 1916, and November 9, 1921, out of funds which have been or will be made available therefor by said State in the manner herein set forth, to wit: Chap. 529, Laws 1939.
(Include reference to statute authorizing funds and probable amount annually available)

The Highway Department will use every means within its power to insure proper and permanent maintenance of said project, and to that end will provide for the constant making of needed repairs to preserve a smooth-surfaced highway.

Showing of authority of the Highway Department to execute agreements will be found in the agreement for project No. 112

In witness whereof the parties have hereunto affixed their signatures, the Highway Department on the day and year first above written and the Administrator on the ______ day of

SEP 30 1940, 19__

OREGON STATE HIGHWAY COMMISSION
(Official title of Highway Department)

By Henry F. Cabell
Chairman, State Highway Commission
(Title of officer)

By ______
Member, State Highway Commission
(Title of officer)

By ______
Member, State Highway Commission
(Title of officer)

By ______
______
(Title of officer)

By ______
______
(Title of officer)

FEDERAL WORKS ADMINISTRATOR,

By ______
Acting Commissioner of Public Roads.

U. S. GOVERNMENT PRINTING OFFICE 16—11379

Form PR. 3—Revised

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION

CERTIFICATE OF APPROVAL OF PLANS, SPECIFICATIONS, AND ESTIMATES

(Under "An Act to provide that the United States shall aid the States in the construction of rural roads, and for other purposes," approved July 11, 1916, and acts amendatory thereof and supplementary thereto.)

To

The Secretary of the Treasury, and

The State Highway Department of the State of Oregon

Pursuant to the acts above cited, I hereby certify—

First. That in accordance with the provisions of said acts, I have approved the plans, specifications, and estimates submitted by the State Highway Department of the State of Oregon for the construction of a highway designated in the records of this Agency as Federal Aid Project No. 155-B(1) State of Oregon

Second. That in accordance with said provisions I have approved the sum of $ 27,747.00 as the total estimated cost of said project, and the sum of $ 16,040.00 as the share of the United States, payable under said acts on account of such project, which does not exceed the authorized Federal pro rata share of said total estimated cost.

Done at the city of Washington, this ...... day of SEP 30 1940

one thousand nine hundred and ......

Federal Works Administrator,

By ......
Acting Commissioner of Public Roads.

U. S. GOVERNMENT PRINTING OFFICE 10—10120

RECEIVED
AUG 20 1940

155-B-1

(Stencil #28)

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

POST OFFICE BUILDING
PORTLAND, OREGON

[illegible] 19 - 1940

IN YOUR REPLY PLEASE
REFER TO FILE No. North Pilot Rock Section
Pendleton-John Day Highway
Ore. FAP 155-B (1)

August 8, 1940

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

We are forwarding herewith two copies of proposed project agreement for signature and return to this office.

Enclosed is an approved copy of the detail estimate, upon which the agreement was based, together with approved copy of specifications.

Very truly yours,

W. H. LYNCH
District Engineer

By T. M. Davis
T. M. Davis
Sr. Highway Engineer

Jron

RECEIVED
JUL 15 1940
~~FOR FILING~~

155-E-1

July 13, 1940

Mr. W. H. Lynch
District Engineer
Public Roads Administration
Post Office Box 3900
Portland, Oregon

Dear Sir:

Herewith are enclosed seven copies of estimate as basis for project agreement for the North Pilot Rock Section, Project No. FA 155-B (1).

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/GS

Encl.

Oregon State Highway Department Federal Aid Project No. 155-B (1)

NORTH PILOT ROCK SECTION OF THE

PENDLETON-JOHN DAY HIGHWAY IN UMATILLA COUNTY

(Estimate as basis for project agreement. Based on low bid prices.)

Salem, Oregon, June 14, 1940

WORK OUTSIDE CITY

22' Roadway (Sta. 0+00 to 7+98)

All Required		Clearing and Grubbing		$ 90.00
100	cu. yds.	Trench Excavation	$ 1.50	150.00
2,700	cu. yds.	Common Excavation	.30	810.00
150	cu. yds.	Solid Rock Excavation	.70	105.00
0.15	mile	Finishing Roadbed and Slopes	1,000.00	150.00
60	lin. ft.	18" Corr. Iron Pipe	2.45	147.00
50	lin. ft.	Salvaging Culvert Pipe	1.00	50.00
90	cu. yds.	Salvaging Surfacing Materials	1.00	90.00
200	cu. yds.	Placing Crushed Rock in Base	1.00	200.00
900	yd. mi.	Hauling Rock Base Material	.10	90.00
45	cu. yds.	Placing Crushed Rock in Shoulder	1.00	45.00
70	yd. mi.	Hauling Rock Shoulder Material	.10	7.00
50	cu. yds.	Filler	.20	10.00
25	yd. mi.	Hauling Filler	.20	5.00
60	M-gals.	Sprinkling	2.00	120.00
0.15	mile	Preparation of Base	1,000.00	150.00
110	cu. yds.	Placing Mineral Aggregate	1.50	165.00
550	yd. mi.	Hauling Mineral Aggregate	.10	55.00
12	tons	Asphalt in Place	35.00	420.00
			Subtotal	$ 2,859.00
			10% Engr. & Cont.	285.90
			Total	$ 3,144.90

Length	0.151 mile
Cost per mile	$ 20,827.15

WORK INSIDE CITY

22' Roadway (Sta. 7+98 to 9+00)

All Required		Clearing and Grubbing		$ 11.00
5	cu. yds.	Trench Excavation	$ 1.50	7.50
400	cu. yds.	Common Excavation	.30	120.00
30	cu. yds.	Solid Rock Excavation	.70	21.00
.02	mile	Finishing Roadbed and Slopes	1,000.00	20.00
400	lin. ft.	Rounding Cutbanks	.10	40.00
50	lin. ft.	18" Corr. Iron Pipe	2.45	122.50
60	lin. ft.	Salvaging Culvert Pipe	1.00	60.00
10	cu. yds.	Salvaging Surfacing Materials	1.00	10.00
20	cu. yds.	Placing Crushed Rock in Base	1.00	20.00
100	yd. mi.	Hauling Rock Base Material	.10	10.00
5	cu. yds.	Placing Crushed Rock in Shoulders	1.00	5.00
10	yd. mi.	Hauling Rock Shoulder Material	.10	1.00
5	cu. yds.	Filler	.20	1.00
5	yd. mi.	Hauling Filler	.20	1.00
5	M-gals.	Sprinkling	2.00	10.00
.02	mile	Preparation of Base	1,000.00	20.00
20	cu. yds.	Placing Mineral Aggregate	1.50	30.00
100	yd. mi.	Hauling Mineral Aggregate	.10	10.00
1	ton	Asphalt in Place	35.00	35.00
			Subtotal	$ 555.00
			10% Engr. & Cont.	55.50
			Total	$ 610.50

Length .019 mile
Cost per mile $ 32,131.57

44' Roadway (Sta. 9+00 to 13+74) (Sta. 14+28 to 18+33.5)

All Required		Clearing and Grubbing		$ 99.00
5	cu. yds.	Trench Excavation	$ 1.50	7.50
700	cu. yds.	Common Excavation	.30	210.00
2,220	cu. yds.	Solid Rock Excavation	.70	1,554.00
1,300	yd. mi.	Truck Haul	.15	195.00
0.17	mile	Finishing Roadbed and Slopes	1,000.00	170.00
300	lin. ft.	18" Sewer Pipe	2.50	750.00
70	lin. ft.	18" Corr. Iron Pipe	2.45	171.50
70	lin. ft.	24" Corr. Iron Pipe	3.50	245.00
3	only	Concrete Catch Basins	30.00	90.00
12	cu. yds.	Concrete Curbs	22.00	264.00

140	sq. yds.	Concrete Sidewalks	$ 2.00	$ 280.00
100	cu. yds.	Salvaging Surfacing Materials	1.00	100.00
430	cu. yds.	Placing Crushed Rock in Base	1.00	430.00
1,900	yd. mi.	Hauling Rock Base Material	.10	190.00
50	cu. yds.	Placing Crushed Rock in Shoulder	1.00	50.00
70	yd. mi.	Hauling Rock Shoulder Materials	.10	7.00
95	cu. yds.	Filler	.20	19.00
50	yd. mi.	Hauling Filler	.20	10.00
115	M-gals.	Sprinkling	2.00	230.00
0.17	mile	Preparation of Base	1,000.00	170.00
350	cu. yds.	Placing Mineral Aggregate	1.50	525.00
1,750	yd. mi.	Hauling Mineral Aggregate	.10	175.00
33	tons	Asphalt in Place	35.00	1,155.00
			Subtotal	$ 7,097.00
			10% Engr. & Cont.	709.70
			Total	$ 7,806.70

Length 0.167 mile

Cost per mile $ 46,746.70

Bridge (Sta. 13+74 to 14+28)

All Required		Removal of Existing Wall		$ 300.00
550	cu. yds.	Structural Excavation	$ 2.50	1,375.00
40	cu. yds.	Structural Excavation Below Plans	2.50	100.00
All Required		Shoring, Cribbing, etc.		250.00
360	cu. yds.	Class "A" Concrete in Bridge	23.00	8,280.00
48,000	lbs.	Metal Reinforcement	.05	2,400.00
124	lin. ft.	Metal Handrail	5.50	682.00
			Subtotal	$ 13,387.00
			10% Engr. & Cont.	1,338.70
			Total	$ 14,725.70

Length .010 mile

SUMMARY OF FUNDS REQUESTED

Item	Total Cost	Federal Aid Funds	State Funds
Work Outside City			
22' Roadway	$ 3,144.90	$ 1,919.00	$ 1,225.90
Work Inside City			
22' Roadway	610.50	373.00	237.50
44' Roadway	7,806.70	4,763.00	3,043.70
Bridge	14,725.70	8,985.00	5,740.70
	$ 26,287.80	$ 16,040.00	$ 10,247.80

NON-PARTICIPATING ITEMS

Crushed Rock in Stockpile Furnished Under Contracts Nos. 993, 1289 and 1307

190	cu. yds.	1½" - 3/4" Crushed Rock in Stockpile	$1.25	$ 237.50
780	cu. yds.	3/4" - ½" Crushed Rock in Stockpile	1.25	975.00
140	cu. yds.	½" - ¼" Crushed Rock in Stockpile	1.25	175.00
50	cu. yds.	3/4" - 0" Crushed Rock in Stockpile	1.17	58.50
70	cu. yds.	¼" - 0" Crushed Rock in Stockpile	.20	14.00
				$ 1,460.00

Total Cost, All Work	$ 27,747.80

State Funds for Construction: Chap. 175, laws 1917; Chap. 31, laws 1920; Chap. 529, laws 1939

State Funds for Maintenance: Chap. 529, laws 1939

155-B-1

May 23, 1940

McNutt Brothers
351½ East Broadway
Eugene, Oregon

Gentlemen:

We are forwarding to you today, by express, a fully executed copy of Contract No. 2317 which was awarded to you on May 3, 1940, for construction of a bridge on the North Pilot Rock Section of the Pendleton-John Day Highway, in Umatilla County. This is for your records and files.

Very truly yours,

AM

Secretary

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MAY 10 1940
FOR FILING

155-B-1

May 9, 1940

McNUTT BROTHERS
351½ East Broadway
Eugene, Oregon

Gentlemen:

We are sending you today by express four copies of Contract No. 2317 which was awarded to you by the State Highway Commission on May 3, 1940, covering the construction of a bridge on the North Pilot Rock Section of the Pendleton-John Day Highway, in Umatilla County.

Will you please execute all four copies of this contract as to agreement and bond and return them to this office for approval by the State Highway Commission. When this has been done a fully executed copy will be returned to you for your records and files. We will also send an executed copy to the surety on your bond.

Your special attention is called to the paragraph under Section 7 (page 13) of the printed General Provisions, relating to the Workmen's Compensation Act. You are expected to accept the terms of this Act and to carry on your work under this contract in strict conformance thereto.

Very truly yours,

STATE HIGHWAY COMMISSION
By

Secretary

MBL

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1535-B-1

May 4, 1940

McNutt Brothers
351½ East Broadway
Eugene, Oregon

Gentlemen:

The State Highway Commission on May 3, 1940, awarded you the contract for 0.34 mile grading, surfacing and oiling, also construction of 54-foot concrete bridge, on the North Pilot Rock Section of the Pendleton-John Day Highway, in Umatilla County. This award was based on your low bid of $23,898 submitted on that date.

Contract forms will be sent to you for execution within the next few days.

Very truly yours,

Secretary

AH

cc - Mr. S. H. Probert
Mr. G. S. Paxson

155-B-1

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION
DISTRICT ONE

MONTANA
OREGON
WASHINGTON

POST OFFICE BUILDING
PORTLAND, OREGON

May 3, 1940

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

This is to confirm our verbal concurrence in award of contract, as of this date, for Oregon Federal Aid Project No. FAP 155-B (1), North Pilot Rock Section of the Pendleton-John Day Highway, to McNutt Bros., Eugene, Oregon, who submitted the low bid.

Very truly yours,

W H Lynch

W. H. LYNCH
District Engineer

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FOR FILING

155-B-1

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION
DISTRICT ONE

MONTANA
OREGON
WASHINGTON

POST OFFICE BUILDING
PORTLAND, OREGON

April 18, 1940

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

P.S.& E. documents for Oregon F.A.P. 155-B (1), the North Pilot Rock section of the Pendleton-John Day Highway, have today been recommended for approval. This is your authority to advertise for bids, subject to final review and approval of the plans and specifications by the Commissioner of Public Roads.

When the project agreement estimate is submitted, please include the cost of the non-participating item of mineral aggregate and surfacing.

Concurrence in award will be withheld until the right to occupy and use the right of way is secured.

A revised project statement sketch map should be submitted at your early convenience, showing the revised alignment. Please submit with the map a statement of the revised length of the project. The project should be terminated at Nye to conform to the present description of Federal Aid Route No. 30.

Very truly yours,

W. H. LYNCH
District Engineer

By
F. E. Andrews
Sr. Highway Engineer

April 18, 1940

Mr. W. H. Lynch
District Engineer
Public Roads Administration
P. O. Box 3900
Portland, Oregon

Dear Sir:

In accord with the request of Mr. Davis by telephone, we are sending, under separate cover, five blueprint copies of drawing number 2038, showing structural details for catch basins, manholes, etc., which copies are to be included with the plans for Project No. FA 155-B (1).

Very truly yours,

A. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dist. by J. W. Nash/ER

April 16, 1940

Mr. W. H. Lynch
District Engineer
Public Roads Administration
Post Office Box 3900
Portland, Oregon

Dear Sir:

We are enclosing herewith seven copies of estimate and three copies of right of way statement for the North Pilot Rock Section, Project No. FA 155-B (1).

Five bid proposals and five sets of blueprint plans are being sent under separate cover.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/MR

Encl.

Oregon State Highway Department   Federal Aid Project No. 155-B (1)

NORTH PILOT ROCK SECTION OF THE PENDLETON-JOHN DAY HIGHWAY IN UMATILLA COUNTY

(Estimate to accompany plans and specifications. Not as basis for project agreement.)

Salem, Oregon, April 16, 1940

WORK OUTSIDE CITY

22' Roadway (Sta. 0+00 to 7+99)

All Required		Clearing and Grubbing		$ 90.00
100	cu. yds.	Trench Excavation	$ 1.00	100.00
2,700	cu. yds.	Common Excavation	.35	945.00
150	cu. yds.	Solid Rock Excavation	.75	112.50
0.15	mile	Finishing Roadbed and Slopes	300.00	45.00
60	lin. ft.	18" Corr. Iron Pipe	2.00	120.00
50	lin. ft.	Salvaging Culvert Pipe	.80	40.00
90	cu. yds.	Salvaging Surfacing Materials	.75	67.50
200	cu. yds.	Placing Crushed Rock in Base	1.00	200.00
900	yd. mi.	Hauling Rock Base Material	.10	90.00
45	cu. yds.	Placing Crushed Rock in Shoulder	1.00	45.00
70	yd. mi.	Hauling Rock Shoulder Material	.10	7.00
50	cu. yds.	Filler	.40	20.00
25	yd. mi.	Hauling Filler	.15	3.75
60	M-gal.	Sprinkling	2.00	120.00
0.15	mile	Preparation of Base	150.00	22.50
110	cu. yds.	Placing Mineral Aggregate	1.00	110.00
550	yd. mi.	Hauling Mineral Aggregate	.10	55.00
12	tons	Asphalt in Place	25.00	300.00
			Subtotal	$ 2,493.25
			10% Engr. & Cont.	249.32
			Total	$ 2,742.57

Length   0.151 mile

Cost per mile $ 18,162.71

WORK INSIDE CITY

22' Roadway (Sta. 7+99 to 9+00)

All Required		Clearing and Grubbing		$ 10.00
5	cu. yds.	Trench Excavation	$ 1.00	5.00
400	cu. yds.	Common Excavation	.35	140.00
30	cu. yds.	Solid Rock Excavation	.75	22.50
.02	mile	Finishing Roadbed and Slopes	300.00	6.00
400	lin. ft.	Rounding Cutbanks	.10	40.00
50	lin. ft.	18" Corr. Iron Pipe	2.00	100.00
60	lin. ft.	Salvaging Culvert Pipe	.80	48.00
10	cu. yds.	Salvaging Surfacing Materials	.75	7.50
20	cu. yds.	Placing Crushed Rock in Base	1.00	20.00
100	yd. mi.	Hauling Rock Base Material	.10	10.00
5	cu. yds.	Placing Crushed Rock in Shoulders	1.00	5.00
10	yd. mi.	Hauling Rock Shoulder Material	.10	1.00
5	cu. yds.	Filler	.40	2.00
5	yd. mi.	Hauling Filler	.15	.75
5	M-gal.	Sprinkling	2.00	10.00
.02	mile	Preparation of Base	150.00	3.00
20	cu. yds.	Placing Mineral Aggregate	1.00	20.00
100	yd. mi.	Hauling Mineral Aggregate	.10	10.00
1	ton	Asphalt in Place	25.00	25.00
			Subtotal	$ 485.75
			10% Engr. & Cont.	48.57
			Total	$ 534.32

Length .019 mile
Cost per mile $ 28,122.10

44' Roadway (Sta. 9+00 to 13+74) (Sta. 14+28 to 18+34.5)

All Required		Clearing and Grubbing		$ 100.00
5	cu. yds.	Trench Excavation	$ 1.00	5.00
700	cu. yds.	Common Excavation	.35	245.00
2,220	cu. yds.	Solid Rock Excavation	.75	1,665.00
1,300	yd. mi.	Truck Haul	.15	195.00
0.17	mile	Finishing Roadbed and Slopes	300.00	51.00
300	lin. ft.	18" Sewer Pipe	1.80	540.00
70	lin. ft.	18" Corr. Iron Pipe	2.00	140.00
70	lin. ft.	24" Corr. Iron Pipe	3.00	210.00
3	only	Concrete Catch Basins	25.00	75.00
12	cu. yds.	Concrete Curbs	25.00	300.00
140	sq. yds.	Concrete Sidewalks	1.50	210.00
100	cu. yds.	Salvaging Surfacing Materials	.75	75.00
430	cu. yds.	Placing Crushed Rock in Base	1.00	430.00
1,900	yd. mi.	Hauling Rock Base Material	.10	190.00
50	cu. yds.	Placing Crushed Rock in Shoulders	1.00	50.00

70	yd. mi.	Hauling Rock Shoulder Materials	$ .10	$ 7.00
95	cu. yds.	Filler	.40	38.00
50	yd. mi.	Hauling Filler	.15	7.50
115	M-gal.	Sprinkling	2.00	230.00
0.17	mile	Preparation of Base	150.00	25.50
350	cu. yds.	Placing Mineral Aggregate	1.00	350.00
1,750	yd. mi.	Hauling Mineral Aggregate	.10	175.00
33	tons	Asphalt in Place	25.00	825.00
			Subtotal	$ 6,139.00
			10% Engr. & Cont.	613.90
			Total	$ 6,752.90

Length 0.167 mile

Cost per mile $ 40,436.52

Bridge (Sta. 13+74 to 14+28)

All Required		Removal of Existing Wall		$ 500.00
550	cu. yds.	Structural Excavation	$ 2.00	1,100.00
40	cu. yds.	Structural Excavation Below Plane	5.00	200.00
All Required		Shoring, Cribbing, etc.		500.00
360	cu. yds.	Class "A" Concrete in Bridge	22.00	7,920.00
48,000	lbs.	Metal Reinforcement	.05	2,400.00
124	lin. ft.	Metal Handrail	5.00	620.00
			Subtotal	$ 13,240.00
			10% Engr. & Cont.	1,324.00
			Total	$ 14,564.00

Length .010 mile

SUMMARY OF FUNDS REQUESTED

Item	Total Cost	Federal Aid Funds	State Funds
Work Outside City			
22' Roadway	$ 2,742.57	$ 1,673.00	$ 1,069.57
Work Inside City			
22' Roadway	534.32	326.00	208.32
44' Roadway	6,752.90	4,119.00	2,633.90
Bridge	14,564.00	8,882.00	5,682.00
	$ 24,593.79	$ 15,000.00	$ 9,593.79

NORTH PILOT ROCK SECTION

Project No. FA 155-B (1)

While negotiations for right of way are in progress, one parcel has not been acquired, nor has the right to occupy and use this parcel been secured, but it is now believed that the right of way can be made fully available within 12 days.

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION
DISTRICT ONE

MONTANA
OREGON
WASHINGTON

POST OFFICE BUILDING
PORTLAND, OREGON

April 4, 1940

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

Reference is made to your request of March 28 for the use of some 800 cu. yds. of stockpiled mineral aggregate on Oregon Federal Aid Project No. 155-B (1), the Pilot Rock Section.

We are advised that the use of this material as a non-participating material is approved with the understanding that Federal funds participate only in the cost of hauling and placing on the road.

Very truly yours,

W H Lynch

W. H. LYNCH
District Engineer

March 28, 1940

Mr. W. H. Lynch
District Engineer
Public Roads Administration
Post Office Box 3900
Portland, Oregon

Dear Sir:

In accord with the request contained in your letter of March 23, 1940, we are enclosing herewith four copies of comparative costs of producing and placing new crushed materials on the Pilot Rock Section, Project No. FA 155-B (1), and the using of existing stockpiled materials.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/ME

Encl.

PILOT ROCK SECTION

PROJECT NO. FA 155-B (1)

Cost of Producing and Placing New Crushed Materials

Set-up	$ 700.00
Drill and Shoot	200.00
Crush	600.00
Haul	80.00
Street Work	160.00
	$1,740.00
Profit (15%)	261.00
	$2,001.00

Cost per cubic yard delivered on project $\frac{\$2,001.00}{800.} = \$2.50$

Cost of Using Existing Stockpiled Materials

Surfacing Materials

Load and Place	$ 300.00
Haul	45.00
	$ 345.00

Cost per cubic yard delivered on project $\frac{\$345.00}{300.} = \$1.15$

Shoulder Materials

Load and Place	$ 150.00
Haul	26.50
	$ 176.50

Cost per cubic yard delivered on project $\frac{\$176.50}{150.} = \$1.18$

Mineral Aggregate

Load and Place	$ 350.00
Haul	140.00
	$ 490.00

Cost per cubic yard delivered on project $\frac{\$490.00}{350.} = \$1.40$

RECEIVED
MAR 25

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION
DISTRICT ONE

MONTANA
OREGON
WASHINGTON

POST OFFICE BUILDING
PORTLAND, OREGON

March 23, 1940

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

Reference is made to Mr. Probert's letter of March 19, 1940, requesting approval of the use of 800 cu. yds. of crushed rock on proposed Oregon FAP 155-B, Pilot Rock.

The use of State-owned stockpiled rock as a non-participating item will be recommended for approval by this office. It will be necessary, as in previous projects involving non-participating rock, that we have an estimate of cost of producing new material and estimated cost of proposed Federal participation in item of placing this material.

As you know, it is necessary that prior approval be obtained from the Commissioner before submitting the P.S.& E. papers.

Very truly yours,

W H Lynch
W. H. LYNCH
District Engineer

Same as requirement
For Mark Shore Job

CONTRACT# 2318

18-1024 Bridge over Lost River, 1940
Klamath Falls-Malin Hwy.

2318

RECEIVED
MAY 25 1942
FOR FILING

18-1024

May 25, 1942

Fidelity & Casualty Co. of New York
Pacific Department
60 Sansome Street
San Francisco, California

Attention: F. M. Reimers

Gentlemen:

In reply to your letter of May 21, please be advised that contract No. 2318 with W. D. Miller Construction Company, for construction of a concrete bridge and syphon on the Lost River-Malin Section of the Klamath Falls-Malin Highway, was accepted by the State Highway Commission on March 20, 1942.

Very truly yours,
STATE HIGHWAY COMMISSION

By

Secretary

[illegible]

NOTED
D.G. DeSart

SURETY LINES
FIDELITY
BANKERS
BLANKET
COURT
CONTRACT
FIDUCIARY
DEPOSITORY
OFFICIAL
CUSTOMS
REVENUE
LICENSE
FRANCHISE
EXCISE
MISCELLANEOUS

"AMERICA FORE"
INSURANCE AND INDEMNITY
GROUP

The Fidelity and Casualty Company of New York

BERNARD M. CULVER, PRESIDENT
FRANK A. CHRISTENSEN, VICE PRESIDENT

PACIFIC DEPARTMENT

60 SANSOME STREET SAN FRANCISCO. CAL.

F. L. ANDERSON, RESIDENT MANAGER

CASUALTY LINES
ACCIDENT
HEALTH
LIABILITY
COMPENSATION
AUTOMOBILE
BURGLARY
ROBBERY
THEFT
PLATE GLASS
ELEVATOR
BOILER
ENGINE
MACHINERY
AVIATION

May 21, 1942

Oregon State Highway Commission
Salem,
Oregon

Gentlemen: Attention: Mr. H. B. Glaisyer, Secretary

Re: Bond No. 1778182 - W. D. Miller
Construction Company, Klamath Falls
State Highway Contract No. 2318.

Under date of March 17, 1942, you wrote this office to the effect that while the job had been completed as of June 25, 1941, it had not, to the date of your letter, been accepted.

Will you please advise at this time if the contract has since been accepted by the State Highway Commission.

Yours very truly,

F M Reimers

F. M. REIMERS

FMR:MJ

REFERRED TO DeHart
BY SECRETARY

[illegible]

[illegible] 25 [illegible]2

RECEIVED
MAR 18 1942
FOR FILING

18-1084

March 17, 1942

The Fidelity & Casualty Co. of New York
Pacific Coast Department
60 Sansome Street
San Francisco, California

Attention: F. M. Reimers

Gentlemen:

Reply is made to your letter of March 13 in regard to the W. D. Miller Construction Company's contract for construction of bridges Nos. 2416 and 2417 on the Klamath Falls-Malin Highway, being state highway contract No. 2318.

Our records disclose that this job was completed on June 25, 1941. However, through inadvertancy it has not as yet been accepted by the State Highway Commission. The matter will be brought to the attention of the Commission at its meeting on Thursday of this week and I am positive that the Commission will formally accept it at that time.

As to the claim of the Soule Steel Company, in the amount of $372.54, wish to say that we have received information from this company that its claim has been paid in full. We have no knowledge of any other claims against this job.

The Highway Commission has made final payment to the contractor for the work performed, making the total payments $11,790.63.

In our letter of January 28, 1942, directed to your Klamath Falls agency, The Landry Company, an error was made in so far as the last sentence therein is concerned. The contract was not accepted by the State Highway Commission on January 21, 1942, as stated. Needless to say we regret the misinformation.

Very truly yours,

Secretary

HBG:AM

cc - The Landry Company
Klamath Falls, Oregon

NOTED
D. DeSart

SURETY LINES
FIDELITY
~~BANKERS~~
BLANKET
COURT
CONTRACT
FIDUCIARY
DEPOSITORY
OFFICIAL
CUSTOMS
REVENUE
LICENSE
FRANCHISE
EXCISE
MISCELLANEOUS

"AMERICA FORE"
INSURANCE AND INDEMNITY
GROUP

The Fidelity and Casualty Company of New York

BERNARD M. CULVER, PRESIDENT
FRANK A. CHRISTENSEN, VICE PRESIDENT

CASUALTY LINES
ACCIDENT
HEALTH
LIABILITY
COMPENSATION
AUTOMOBILE
BURGLARY
ROBBERY
THEFT
PLATE GLASS
ELEVATOR
BOILER
ENGINE
MACHINERY
AVIATION

PACIFIC COAST DEPARTMENT
60 SANSOME STREET SAN FRANCISCO, CAL.

F. L. ANDERSON, RESIDENT MANAGER

March 13, 1942

Oregon State Highway Commission
Salem,
Oregon

Gentlemen: Attention: Mr. H. B. Glaisyer, Secretary

Re: Bond No. 1778182 - W. D. Miller Construction Co.

Under date of May 29, 1940, this Company issued a $13,027.00 Performance Bond in behalf of W. D. Miller Construction Co., involving the construction of bridges Nos. 2416 and 2417 on the Klamath Falls-Malin Highway.

We understand that this contract has been completed and accepted and believe that the claim of $372.54, which you refer to in your letter of January 28, to our agent, the Landry Company, has been paid. We would appreciate having advices in this regard and also, the acceptance date of the contract and the final figures thereunder.

Yours very truly,

F. M. Reimers
F. M. REIMERS

FMR:MJ

REFERRED TO
Miss [illegible]
BY SECRETARY

Get me information for reply

ANSWERED
H. B. GLAISYER

RECEIVED
FEB 5 1942
FOR FILING

18-1024

February 5, 1942

W. D. Miller Construction Co.
Box 168
Klamath Falls, Oregon

Gentlemen:

The State Highway Commission, at its meeting on January 21, 1942, granted your request for an extension of time, from December 31, 1940, to June 25, 1941, in connection with state highway contract No. 2318, for bridge construction on the Lost River Section of the Klamath Falls-Malin Highway, in Klamath County, subject to the condition that you reimburse the state for engineering expense incurred between March 1 and May 31, 1941, the actual date of completion of the project.

Very truly yours,
STATE HIGHWAY COMMISSION

By

Secretary

AM

cc - Wm. E. Chandler

RECEIVED
JAN 31 1942
FOR FILING

18-1024

January 30, 1942

The Soule Steel Company
1750 Army Street
San Francisco, California

Gentlemen:

We have received information that your claim against W. D. Miller Construction Company in connection with state highway contract No. 2318, Lost River-Malin Section of the Klamath Falls-Malin Highway, in Klamath County, has been paid in full. Please verify this information.

Yours truly,
STATE HIGHWAY COMMISSION

By

Secretary

DD:AM

PAUL O LANDRY

~Insurance~
FIRE
PLATE GLASS
LIABILITY BURGLARY
AUTOMOBILE

THE LANDRY COMPANY
Insurance - Bonds - Real Estate Loans
313 MAIN STREET P. O BOX 192
KLAMATH FALLS, ORE.

~Bonds~
LICENSE
CONTRACT
FIDELITY PROBATE
FIDUCIARY

January 29th, 1942

Oregon State Highway Commission
Salem, Oregon

Attention: Mr. H. B. Glaisyer, Secretary

Dear Sir:

This will acknowledge receipt of your letter of January 28th, regarding the W. D. Miller Construction Company Contract No. 2318.

Kindly be advised that the Soule' Steele Company was paid in full for the account on June 30th, 1941, by the W. D. Miller Contruction Company with their check No. 30284.

As far as we are able to ascertain it is entirely in order for you to disperse the balance of the amount due to the W. D. Miller Construction Company.

Yours very truly,

THE LANDRY COMPANY

By Paul O. Landry

POL:FT

MEMBER OF THE NATIONAL ASSOCIATION OF INSURANCE AGENTS

RECEIVED
JAN 28 1942
FOR FILING

18-1024

R

January 28, 1942

The Fidelity & Casualty Company
The Landry Company
Klamath Falls, Oregon

Gentlemen:

You are hereby notified that State Highway contract No. 2318 for work on the Lost River-Malin Section of the Klamath Falls-Malin Highway, in Klamath County, has been completed by the contractor, W. D. Miller Construction Company, and that final settlement will be made on or after February 7, 1942.

There is a claim filed against this project, of which you have been previously notified, aggregating $372.54.

This notice is served upon you since you appear as surety on the bond furnished by the above contractor. Kindly acknowledge receipt of this letter.

For your information we wish to advise that the total amount paid the contractor in connection with this contract will be $11,790.63, including final payment, and that no force account work was performed therein. This contract was completed on June 25, 1941, and accepted by the Commission January 21, 1942.

Very truly yours,
STATE HIGHWAY COMMISSION

By

Secretary

[illegible]

NO
D. .Dec

R

RM E-151X 1500 9-40

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN
PORTLAND
HURON W. CLOUGH, MEMBER
CANYONVILLE
HERMAN OLIVER, MEMBER
JOHN DAY

OREGON
STATE HIGHWAY COMMISSION

R. H. BALDOCK, CHIEF ENGINEER
C. B. McCULLOUGH, ASST. CHIEF ENGINEER
J. M. DEVERS, CHIEF COUNSEL
H. B. GLAISYER, SECRETARY

OFFICE OF G. S. PAXSON, BRIDGE ENGINEER
SALEM

RECEIVED
AUG 27 1941
FOR FILING

18-1024

NOTED
C. B. McCullough

August 23, 1941

IN REPLY PLEASE
REFER TO FILE NO.

Mr. W. D. Miller
205 Main Street
Klamath Falls, Oregon

Dear Sir:

This is to confirm the offer of final settlement on the Lost River Bridge contract made to you in conference today.

1. Time Extension:

The time limit on this project was December 31, 1940, and the actual completion date was May 31, 1941. We will agree to recommend to the Highway Commission that the engineering penalty for the months of January and February of 1941 be waived, but that engineering penalty for the remainder of the overrun be assessed against you.

2. Piling:

The contract called for piling under the footings. During the construction of the job, these piling were eliminated. Under the specifications, you were not to have ordered any piling until such time as the engineer gave you a detailed piling list. Regardless of this specification, you ordered piles and delivered them to the job. The State can make some use of these piling and will take them over from you at your cost delivered to the job. You, however, are to haul the piling to our maintenance yard in Klamath Falls and pile them at a place designated by the engineer. The payment for piles is to be based on the usable piles delivered to our yard.

3. Your Claim for Additional Cost of Falsework:

You have set forth that your cost of concrete falsework was increased due to the elimination of the item of foundation piling. Under our specifications, we cannot entertain this claim.

Pending your final decision on this proposed settlement, we are holding the final estimate in this office.

Very truly yours,

R. H. Baldock
Chief Engineer

By

G. S. Paxson
Bridge Engineer

GSP CM
cc C. B. McCullough ✓

a

RECEIVED
MAY 7 1941
FOR FILING

18-1024

May 5, 1941

Fidelity & Casualty Co.
of New York
c/o The Landry Company
Klamath Falls, Oregon

Gentlemen:

We are in receipt of a letter from the Soule' Steel Company advising that the W. D. Miller Construction Company has paid the sum of $1,800 on its account and has promised to pay the balance of said account, amounting to $372.54, on May 10. This claim represents reinforcing steel furnished the contractor in connection with State Highway Contract No. 2318 which covers bridge construction on the Lost River-Malin Section of the Klamath Falls-Malin Highway, in Klamath County.

The foregoing information is given you as you appear as surety on the bond furnished on this contract.

Yours very truly,

HBG:MC

Secretary

cc - W. D. Miller Const. Co.
Klamath Falls, Oregon

REFERRED TO
BY SECRETARY

NOTED
D. G. DeSart

6

May 2, 1941

Soule' Steel Company,
1750 Army Street
San Francisco, California

Attention: Mr. N. O. Millar,
Treasurer

Gentlemen:

This is to acknowledge and thank you for your letter of April 30 advising that the W. D. Miller Construction Company has paid you the sum of $1,800 on your account against them arising out of their Lost River Bridge contract with the Oregon State Highway Commission. I am making note of this in the Highway Commission's records.

Yours very truly,

HBG:MC

Secretary

NGELES
PORTLAND
HOUSTON

TELEPHONE
VALENCIA 4141

SOULÉ STEEL COMPANY
IRON AND STEEL PRODUCTS
1750 ARMY STREET, SAN FRANCISCO

a

April 30, 1941

Oregon State Highway Commission
Salem, Oregon

Attention: Mr. H. B. Glaisyer

Gentlemen:

We thank you very much for your kindness in connection with our letter to you with respect to the money due us by the W. D. Miller Construction Company on the Lost River Bridge. Our total claim has not been satisfied as was indicated in your letter to the Casualty Company under date of April 28. However, out of a total claim of $2172.54, we have this month received from W. D. Miller the sum of $1800.00 together with a letter from the contractor stating that the balance of $372.54 would be paid in full on May 10.

Sincerely yours,

SOULE' STEEL COMPANY

By NO Millar
N. O. Millar
Treasurer

NOM:DS

NOTED
H. B. GLAISYER

SEE SOULÉ UNIBILT STEEL FRAME HOME AT TREASURE ISLAND — TOMORROW'S HOUSE TODAY

QUOTATIONS SUBJECT TO CHANGE WITHOUT NOTICE. ALL SALES, CONTRACTS OR AGREEMENTS SUBJECT TO STRIKES, ACCIDENTS OR CAUSES BEYOND THE COMPANY'S CONTROL.

RECEIVED
APR 29 1941
FOR FILING

18-1024

April 28, 1941

The Fidelity & Casualty Co.
of New York
The Landry Company, Resident Agent,
Klamath Falls, Oregon

Gentlemen:

This will acknowledge receipt of your letter of April 26 advising that the claim of the Soule Steel Company against W. D. Miller Construction Company, for construction of a concrete bridge and syphon on the Lost River-Malin Section of the Klamath Falls-Malin Highway, in Klamath County, has been settled.

We have as yet received no word from the Soule Steel Company to this effect, but no doubt will hear from them soon.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

By

Secretary

DGD:
MS

cc - Soule Steel Co.
1750 Army Street,
San Francisco, Calif.

NOTED
D. G. DeSart

6

RECEIVED

PAUL O. LANDRY

~Insurance~
FIRE
PLATE GLASS
LIABILITY BURGLARY
AUTOMOBILE

THE LANDRY COMPANY
Insurance - Bonds - Real Estate Loans
313 MAIN STREET P. O. BOX 192
KLAMATH FALLS, ORE.

~Bonds~
LICENSE
CONTRACT
FIDELITY PROBATE
FIDUCIARY

April 26, 1941

Mr. Henry B. Glaisyer, Secretary,
Oregon State Highway Commission,
Salem, Oregon.

Gentlemen:

Re: W. D. Miller Construction Company
Claim of Soule' Steel Co.

Answering your letter of April 21st, we wish to advise that we have taken this matter up with Mr. Miller and find that this account has been settled.

Yours very truly,

THE LANDRY COMPANY

By Paul O. Landry

1750 Army St
S F

POL:HG

MEMBER OF THE NATIONAL ASSOCIATION OF INSURANCE AGENTS

RECEIVED
APR 22 1941
FOR FILING

18-1024

a

April 21, 1941

SOULÉ STEEL COMPANY
1750 Army Street
San Francisco, California

Gentlemen:

This will acknowledge receipt of your letter of April 18 and advise that Contract No. 2318, with W. D. Miller Construction Company, for construction of a bridge and a siphon on the Lost River-Malin Section of the Klamath Falls-Malin Highway, has not yet been completed. It is probable that it will be completed around May first.

The total payments made to date for work done to April 10, 1941, are $10,692.97. The retained percentage is $777.03.

We are calling the contractor's attention to your claim and also the attention of the surety company, The Fidelity & Casualty Company of New York, whose resident agent is The Landry Company, Klamath Falls, Oregon.

Very truly yours,

STATE HIGHWAY COMMISSION

By
Secretary

DGD:mbl

NOTED
D. G. DeSart

April 21, 1941

THE FIDELITY & CASUALTY COMPANY OF NEW YORK
The Landry Company, Resident Agent
Klamath Falls, Oregon

Gentlemen:

We have today been notified by the Soule Steel Company, 1750 Army Street, San Francisco, that they have a claim against W. D. Miller Construction Company and your company as surety, the amount of which was not stated, for reinforcing steel used in the construction of the Lost River Bridge in Klamath County.

Inasmuch as you are surety for the contracting firm on this job, we are calling your attention to this claim in order that you may give it due attention.

Very truly yours,

STATE HIGHWAY COMMISSION

By
Secretary

DGD:mbl

LOS ANGELES
PORTLAND
HOUSTON

TELEPHONE
VALENCIA 4141

SOULÉ STEEL COMPANY
IRON AND STEEL PRODUCTS
1750 ARMY STREET, SAN FRANCISCO

RECEIVED
APR 21 1941
[illegible]

April 18, 1941

Oregon State Highway Commission
Salem, Oregon

Gentlemen:

We have furnished reinforcing steel to the W. D. Miller Construction Company for use in the construction of the Lost River Bridge about two miles west of Miller, Oregon. We have received no payments for the material so furnished although first deliveries were made in October of last year.

Will you be kind enough to let us know promptly whether this work has been completed by the above construction company and also the amount that has been paid by your department to them to date.

Sincerely yours,

SOULE' STEEL COMPANY

By N O Millar
N. O. Millar
Treasurer

NOM:DS

REFERRED TO [illegible]
BY SECRETARY

prepare reply

QUOTATIONS SUBJECT TO CHANGE WITHOUT NOTICE. ALL SALES, CONTRACTS OR AGREEMENTS SUBJECT TO STRIKES, ACCIDENTS OR CAUSES BEYOND THE COMPANY'S CONTROL.

RECEIVED
JUL 2 1940
FOR FILING

18-1024

July 1, 1940

W. D. MILLER CONSTRUCTION COMPANY
205 Main Street
Klamath Falls, Oregon

Gentlemen:

#2318

We are sending you today by express a fully executed copy of Contract No, 2416 which was awarded to you by the State Highway Commission on May 10, 1940, covering the construction of Lost River Bridge on the Klamath Falls-Malin Highway, in Klamath County.

This copy is for your records and files. We are also sending an executed copy to the surety on your bond.

Very truly yours,

STATE HIGHWAY COMMISSION
By

Secretary

MBL

July 1, 1940

THE FIDELITY & CASUALTY COMPANY OF NEW YORK
The Landry Company, Local Agent
Klamath Falls, Oregon

Gentlemen:

We are sending you today by express a fully executed copy of Contract No. 2416 which was awarded to the W. D. Miller Construction Company by the State Highway Commission on May 10, 1940, covering the construction of the Lost River Bridge on the Klamath Falls-Malin Highway, in Klamath County.

Inasmuch as you are surety for the contractors on this job, this copy of the contract is being furnished you for your records and files.

Very truly yours,

STATE HIGHWAY COMMISSION
By

Secretary

MBL

18-1024

June 15, 1940

W. D. MILLER CONSTRUCTION COMPANY
Klamath Falls, Oregon

Gentlemen:

We are returning to you by express four signed copies each of Contracts Nos. 2318 and 2319 which we received from you this morning. Will you please have all copies countersigned by the agent for the surety and return them to this office at your earliest convenience.

Very truly yours,

STATE HIGHWAY COMMISSION
By

Secretary

JGD:MBL

W. D. MILL
G

CRUSHED ROCK, SAN
BLOCKS, LIME,

KLA

REFERRED TO
HGS
By Asst. State Highway Engineer

Please note & return for our files

JUN 17 1940

18-1024

JUN 17 1940

Oregon State Highway Commission,
Salem, Oregon.

Attention: Mr. H. B. Glaisyer, Secretary.

Gentlemen:

recd 6/15/40 HWS

We are today returning under separate cover four copies each of two contracts mailed us by you per your letter of May 13th. These contracts have been signed and executed by us as requested.

We do not propose to start any work until along about the first of September on account of the high water. We anticipate completing everything as stipulated in the contract, with the exception of the oiling which will be started in April or May of next year, provision for this having also been made in the contract.

Yours very truly,

W. D. MILLER CONSTRUCTION CO.

By W D Miller

REFERRED TO
Mr Baldock
BY SECRETARY

WDM:EP.

HWS

TRUCKS FOR HAULING

~~PHONE 7XX~~ Dial 4661

W. D. MILLER CONSTRUCTION CO.
GENERAL CONTRACTORS
DEALERS IN
CRUSHED ROCK, SAND, CEMENT, REINFORCING STEEL, CONCRETE
BLOCKS, LIME, PLASTER, METAL LATH AND EXPLOSIVES
KLAMATH FALLS, OREGON

RECEIVED

June 13, 1940.

1-1004

Oregon State Highway Commission,
Salem, Oregon.

Attention: Mr. H. B. Glaisyer, Secretary.

Gentlemen:

recd 6/15/40 HBG

We are today returning under separate cover four copies each of two contracts mailed us by you per your letter of May 13th. These contracts have been signed and executed by us as requested.

We do not propose to start any work until along about the first of September on account of the high water. We anticipate completing everything as stipulated in the contract, with the exception of the oiling which will be started in April or May of next year, provision for this having also been made in the contract.

Yours very truly,

W. D. MILLER CONSTRUCTION CO.

By W D Miller

REFERRED TO Mr Baldock
BY SECRETARY

HBG

WDM:EP.

RECEIVED
JUN 24 1940
FOR FILING
18 - 1024

TRUCKS FOR HAULING

PHONE XX
Dial 4661

W. D. MILLER CONSTRUCTION CO.
GENERAL CONTRACTORS
DEALERS IN
CRUSHED ROCK, SAND, CEMENT, REINFORCING STEEL, CONCRETE BLOCKS, LIME, PLASTER, METAL LATH AND EXPLOSIVES
KLAMATH FALLS, OREGON

RECEIVED
2 1940

June 21, 1940.

Oregon State Highway Commission,
Salem, Oregon.

Attention: Mr. H. B. Glaisyer.

Gentlemen:

We are again returning by express four copies each of Contracts Nos. 2318 and 2319 which have all been countersigned by the agent for the surety as requested in your letter of June 15th.

Yours very truly,

W. D. MILLER CONSTRUCTION CO.

By W. D. Miller

WDM:EP.

R.G. DeSart

103 TRUCKS FOR HAULING PHONE 78

W. D. MILLER CONSTRUCTION CO.
GENERAL CONTRACTORS
DEALERS IN
CRUSHED ROCK, SAND, CEMENT, REINFORCING STEEL, CONCRETE
BLOCKS, LIME, PLASTER, METAL LATH AND EXPLOSIVES
KLAMATH FALLS, OREGON

RECEIVED
JUN 22 1940
FOR FILING

18 - 1024

January 15, 1940.

Mr. R. H. Baldock,
Oregon State Highway Commission,
Salem, Oregon.

Dear Sir:

When you mail us the contracts on the 0.92 mile grading and surfacing on the Lost River Section of Klamath Falls-Malin Highway and the concrete viaduct over Lost River, would you please send an extra set of specifications on each of these jobs, as we would like very much to have them for working purposes.

Thanking you in advance for this favor, we remain,

Yours very truly,
W. D. MILLER CONSTRUCTION CO.
By W. D. Miller

WDM:EP.

Mailed 6/22/40

June 6, 1940

W. D. Miller Construction Co.
Klamath Falls, Oregon

Gentlemen:

On May 13 we forwarded to you, by express, four copies each of contracts for the Lost River Section and for the construction of a 130-foot viaduct over Lost River, both being in Klamath County. We asked that you have these contracts executed as to agreement and bond and returned to this office.

Will you please advise if you received the abovementioned contracts and when we may expect the return of them.

Very truly yours,

JM:AM

Secretary

C
O
P
Y

18-[illegible]

May 13, 1940

W. D. Miller Construction Company
205 Main Street
Klamath Falls, Oregon

Gentlemen:

I am forwarding to you today, by express, four copies each of two contracts awarded to you by the State Highway Commission on May 10, 1940, being the following: construction of a bridge over Lost River on the Klamath Falls-Malin Highway, in Klamath County, contract No. 2318; and grading, surfacing and construction of road mix oil treatment on the Lost River Section of the Klamath Falls-Malin Highway, in Klamath County, contract No. 2319.

Please execute all copies of both contracts as to agreement and bond and return them to me for further execution on the part of the State Highway Commission. Inasmuch as you are a corporation the agreement and bond must be signed by the president and secretary of the company and the seal of the corporation affixed thereto.

I particularly call your attention to changes in the bridge contract, No. 2318, necessitated by the long delay in the award of the contract. On page [illegible] the completion date has been changed to December 31, 1940. This extends the period four months which corresponds to the elapsed time since bids were taken.

On page 16 we have omitted the first paragraph on the proposal under "Schedule of Performance of Work". This paragraph provided for an earlier completion date for the bridge in order to provide for the placing of embankment and surfacing. However, since you were the successful bidder on both the bridge and grading work, you will be able to coordinate both projects so in lieu of the paragraph mentioned we have inserted the following: "No work on the syphon at Station 30+70 shall be done which would in any way interfere with the carrying of water in the existing flume until after the irrigating season is over". Our agreement with the Reclamation Service will provide that the flume be not interfered with during the irrigating season which accounts for this clause. It is our belief that the time extension to December 31 will give you ample time to complete the syphon after the irrigating season is over.

With reference to the grading contract, No. 2319, I call your special attention to the Supplemental Special Provisions which are self explanatory.

I also call your attention to the mimeographed page immediately following page 31 of the mimeographed Special Provisions relating to the payment by the contractor of amounts due hospital associations, at once.

Very truly yours,

Secretary

[illegible]

cc - Mr. E. H. Probert
cc - Mr. C. S. [illegible]

Lost River Section, Grading,
Surfacing and Oiling

SUPPLEMENTAL SPECIAL PROVISIONS

These supplemental special provisions have been added to the special provisions of the contract, subsequent to the receiving of bids, with the knowledge and consent of the contractor. They shall be understood to be a part of the contract and, in such respects as they may conflict with other provisions of the contract, they shall be understood to take precedence over said other provisions.

Change in Time Limit:

The work to be done under the contract shall be completed not later than June 30, 1941, instead of by the date specified on sheet No. 1 of the special provisions.

Structural Work Under Separate Contract:

The expected date for the completion of the structural work which is to be done under separate contract, as specified on sheet No. 28 of the special provisions, is December 31, 1940, instead of July 31, 1940, as stated on said sheet No. 28.

Provision for Traffic:

The grading work and gravel base construction on those portions of the project which are between Stations 812+00 and 818+00 and between Stations 854+00 and 49+00 shall be performed at such times and in such manner as will cause the minimum of interference with traffic.

Time for Construction of Road Mix Surfacing:

Construction of the road mix surfacing shall be done during the period from May 15, 1941, to June 30, 1941, unless it can be performed in its entirety before September 30, 1940.

RECEIVED
JUL 13 1940
FOR FILING

18-1024

5N

May 11, 1940

W. D. Miller Construction Co.,
205 Main Street
Klamath Falls, Oregon

Gentlemen:

Confirming my wire to you of this date, the State Highway Commission awarded to you yesterday, May 10, the contract covering the 0.92 mile grading, surfacing and oil treatment on the Lost River Section of the Klamath Falls-Malin Highway, in Klamath County. This award was made to you on the basis of your bid submitted on January 11, 1940, in the amount of $19,252.00, which bid was the low one received for this project.

The Commission also awarded to you yesterday the contract covering the construction of a 130 lin. ft. concrete viaduct over Lost River and a 4'x6' concrete syphon, also on the Klamath Falls-Malin Highway, in Klamath County. This award was based on your low bid of $13,327.00 for this project submitted on January 11, 1940, also.

Contract forms covering both of the above projects will be sent to you the first of next week for execution.

Yours very truly,

HBG:MC

Secretary

get confirmed

M

CLASS OF SERVICE DESIRED

DOMESTIC		CABLE	
TELEGRAM	☒	ORDINARY	☐
DAY LETTER	☐	URGENT RATE	☐
SERIAL	☐	DEFERRED	☐
NIGHT LETTER	☐	NIGHT LETTER	☐
SPECIAL SERVICE	☐	SHIP RADIOGRAM	☐

Patrons should check class of service desired; otherwise the message will be transmitted as a telegram or ordinary cablegram.

COPY OF WESTERN UNION TELEGRAM

SALEM, OREGON
MAY 11, 1940

W. D. MILLER CONSTRUCTION CO.
205 Main Street
KLAMATH FALLS, OREGON

THE STATE HIGHWAY COMMISSION AWARDED TO YOU YESTERDAY CONTRACT COVERING GRADING, SURFACING AND OILING ON LOST RIVER SECTION OF KLAMATH FALLS-MALIN HIGHWAY AND ALSO CONTRACT COVERING BRIDGE CONSTRUCTION OVER LOST RIVER, IN KLAMATH COUNTY. BOTH CONTRACTS AWARDED ON BASIS OF LOW BIDS SUBMITTED BY YOU ON JANUARY ELEVENTH. CONTRACT FORMS FOLLOW SHORTLY

H. B. GLAISYER, SECRETARY
STATE HIGHWAY COMMISSION

file

---

months, which corresponds to the elapsed time since the taking of bids on the project.

2. On Page 16 we have omitted the first paragraph in the proposal under "Schedule for Performance of Work." This paragraph provided for an earlier completion date for the bridge in order to permit the placing of embankment and surfacing. Since the W. D. Miller Construction Co. is the low bidder, both on the structures and on the grading, the coordination of the two contracts can be made by the contractor.

In lieu of this paragraph we have inserted the following:

> "No work on the syphon at Station 38+70 shall be done which would in any way interfere with the carrying of water in the existing flume until after the irrigating season is over."

referred to in any letter

Form E-30—Revised—[illegible]—1-40

18-1024

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
May 10, 1940

Subject:

To: Mr. H. B. Glaisyer
Secretary
Office

NOTED
H B GLAISYER 5/13

referred to in my letter sending out contracts
HBG

Dear Sir:

We have prepared the contracts for the Lost River project on the Klamath Falls-Malin Highway in Klamath County, and these are ready to be sent to the W. D. Miller Construction Co., who was the low bidder on the project at the Commission meeting of January 11.

In sending these to the W. D. Miller Construction Company, its attention should be called to two changes which we have made in making up the contracts.

1. On Page 1a the completion date has been changed to December 31, 1940. This is an advance in the completion date of four months, which corresponds to the elapsed time since the taking of bids on the project.

2. On Page 16 we have omitted the first paragraph in the proposal under "Schedule for Performance of Work." This paragraph provided for an earlier completion date for the bridge in order to permit the placing of embankment and surfacing. Since the W. D. Miller Construction Co. is the low bidder, both on the structures and on the grading, the coordination of the two contracts can be made by the contractor.

In lieu of this paragraph we have inserted the following:

> "No work on the syphon at Station 38+70 shall be done which would in any way interfere with the carrying of water in the existing flume until after the irrigating season is over."

Our agreement with the Reclamation Service will provide that this flume be not interfered with during the irrigating season. The time extension to December 31 will give ample time to complete the syphon after the irrigating season is over.

Very truly yours,

GSPaxson

G. S. Paxson
Bridge Engineer

GSP CM

RECEIVED
MAY 2 1940
FOR FILES

[illegible]

May 1, 1940

Lost River Project in
Klamath County

Mr. R. H. Baldock:

In reference to the attached report from Mr. Paxson, the Commission at one time referred this matter to you with power to award; however, since several months have passed, it might be well to bring the matter to the attention of the Commission again.

It is Mr. Paxson's recommendation, and mine, that the Engineer be authorized to award the contract to the W. D. Miller Construction Company as soon as the Reclamation has signed the easement.

C. B. McCullough

Form E-30—Revised—30M—1-40

OREGON STATE HIGHWAY COMMISSION
INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
April 30, 1940

Subject:

To: Mr. C. B. McCullough
Assistant State Highway Engineer
Office

Dear Sir:

Mr. Devers advises that our agreement with the Reclamation Service covering the canal work on the Lost River project in Klamath County is rapidly straightening out, and we will probably be able to award the contract for this project within the next few days. Bids were taken on January 11, 1940. The W. D. Miller Construction Company of Klamath Falls was the low bidder, and the award was held up pending the adjustment of our difficulties with the Reclamation Service.

It will not be practicable to build the canal siphon until after the irrigating season, but all of the other work, including the bridge, grading, and surfacing, could be done at any time.

Is it the intention to award the contract to the low bidder at the previous meeting or shall we readvertise?

Very truly yours,

GS Paxson

G. S. Paxson
Bridge Engineer

GSP CM

RECEIVED
MAY 1 1940
FOR FILING

12-1324

May 1, 1940

Lost River Project in
Klamath County

Mr. R. H. Baldock:

In reference to the attached report from Mr. Paxson, the Commission at one time referred this matter to you with power to award; however, since several months have passed, it might be well to bring the matter to the attention of the Commission again.

It is Mr. Paxson's recommendation, and mine, that the Engineer be authorized to award the contract to the W. D. Miller Construction Company as soon as the Reclamation Service has signed the easement.

C. B. McCullough

cc GLP

CONTRACT# [redacted] 2319

18-1111 Lost River Sec., Klamath Falls- 1940
Malin Hwy.
#2319

R.H. Baldock

18-1111

R

De ber 2nd, 1941

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FINAL COST ANALYSIS
Lost River Section
Klamath Falls-Malin Hwy. in Klamath County
Contract No. 2319 Prefix 18-1111

W. D. Miller, Contractor J. B. Weaver, Resident Engineer

Item	Cost	Quantity	Unit Cost	Unit Bid	Gross Revenue
Clearing & Grubbing	$73.35	100%			$100.00
Trench Excavation	582.41	973.9 cu. yd.	$0.598	$0.50	486.95
Excavation, Single Class	7,789.46	19,255.7 " "	0.405	0.26	5,006.48
Truck Haul	285.90	1,905.9 yd. mi.	0.15	0.12	228.71
Finishing Roadbed & Slopes	305.58	0.92 mi.	332.15	250.00	230.00
8" Concrete Pipe	67.50	90 lin. ft.	0.75	0.60	54.00
18" " "	1,075.56	591 " "	1.82	2.20	1,300.20
48" " "	1,008.00	120 " "	8.40	8.20	984.00
18" Corr. Iron Siphon Pipe	661.54	248 " "	2.661	2.25	558.00
36" " " " "	780.36	108 " "	7.225	6.60	712.80
Concrete in Siphon Boxes	366.54	15.67 cu. yd.	23.39	20.00	313.40
Lbr. & Tbr. in Irrigation Check Boxes	248.63	2.61591 M-FBM	95.05	90.00	235.43
Pit Run Gravel Base	1,897.83	6,584 cu. yd.	0.288	0.30	1,975.20
Hauling Gravel, Truck Meas.	1,128.07	13,168 yd. mi.	0.086	0.10	1,316.80
Sprinkling	552.37	525.33 M-Gal.	1.05	1.00	525.33
Preparation of Base	196.61	0.92 mi.	213.71	200.00	184.00
Mineral Aggregates	1,425.10	1,236 cu. yd.	1.153	1.20	1,483.20
Hauling Mineral Aggregates	242.75	2,472 yd. mi.	0.098	0.10	247.20
Mixing and Finishing	716.80	0.92 mi.	779.13	900.00	828.00
RC-3 Asphalt in Place	1,782.76	99.55 ton	17.91	19.00	1,891.45
Gravel Shoulders	228.79	548 cu. yd.	0.418	0.42	230.16
Hauling Shoulder Material	100.80	1,096 yd. mi.	0.092	0.10	109.60
	$21,450.95				$19,000.91

NOTED
Highway Engineer

Lost River Section Final Cost Analysis.

Total Cost	$21,450.95
Gross Revenue	19,000.91
Net Loss	$2,450.04

Net Loss Equals 12.89% of Gross Revenue

Contract 2319

Details of Cost

Labor:

Supervision	$850.47	
Labor	6,512.64	
State Industrial Accident	441.79	
Unemployment Compensation	220.89	
Old Age Benefit	73.63	
		$8,099.42

Materials:

8" Concrete Pipe	90	lin. ft.	at	$0.50	$45.00	
18" " "	591	" "	"	1.40	827.40	
48" " "	120	" "	"	6.50	780.00	
18" Corr. Iron Siphon Pipe	248	" "	"	2.14	530.72	
18" Corr. Iron Siphon Bands	14		"	2.79	39.06	
36" Corr. Iron Siphon Pipe	108	lin. ft.	"	5.95	642.60	
36" Corr. Iron Siphon Bands	6		"	5.50	33.00	
Concrete in Siphon Box	15.68	cu. yd.	"	14.00	219.38	
Lbr. & Tbr. in Irrig. Box	2.61591	M-FBM	"	55.00	143.88	
Pit Run Gravel Base	6,584	cu. yd.	"	0.12	790.08	
Screened Min. Agg.	1,236	" "	"	0.40	494.40	
RC-3 Asphalt	99.55	ton	"	10.70	1,065.19	
Pit Run Gravel in Shoulders	548	cu. yd.	"	0.12	65.76	
						5,676.47

Miscellaneous:

Equipment Rental (Including Repairs)	$3,985.15	
Gas, Oil & Grease	2,256.00	
Move In	100.00	
Siphon Box Form Lumber	6.00	
Misc. Expense & Small Tools	568.95	
Overhead Expense	189.65	
Home Office Expense	379.30	
Bond	190.01	
		7,675.06
Total Cost		$21,450.95

Contract 2319

REMARKS:

This was a State Project and consisted of the construction of 0.92 mile of highway roadbed, pit run gravel base, road mix surfacing and other incidental work. The contract was bid January 11th, 1940 and awarded May 10th, 1940. Work could not be started until March 19th, 1941 due to interference with irrigation systems during the summer and wet weather during the winter of 1940-1941. The contract was completed July 26th, 1941.

Clearing and grubbing consisted of removing small trees, brush and fences on the right of way area.

Most of the excavation material, which was light common classification, was moved by a ½-yard shovel and 4-yard trucks and a 60 h.p. cat and dozer. Some grading and finishing was done by a rented cat and 12-yard carryall.

Ready mixed concrete was hauled 18 miles from Klamath Falls for constructing siphon boxes.

Pit run gravel was taken from a county-owned site 2 miles from the job. The material had been loosened by the county whose charge for the material was $0.12 per cu. yd. The gravel was loaded by a ½-yard shovel and hauled to the job in 4-yard trucks. Street work was done by a motor patrol blade and a 10-ton roller.

Mineral aggregate was taken from the same source as the base gravel but was loaded from the county screening plant where all material over 1¼" had been removed. The county charge for this material was $0.40 a cu. yd. in the trucks.

A prime coat of RC-3 asphalt was laid. This was followed by the road mix surfacing. The mineral aggregate was placed in a windrow in the center of the road, and RC-3 asphalt was spread over half the width of the roadbed. Half of the windrowed material was bladed over the asphalt. The asphalt and aggregate were then mixed by blading, and the other half of the roadbed treated in a like manner. After thorough mixing the surface was smoothed by blading and compacted with a 10-ton roller. A seal coat of RC-3 asphalt was then applied. The asphalt was heated in Klamath Falls and hauled 18 miles in transports to the job where it was spread by a 1,000-gal. distributor.

Gravel for shoulders was the same material as gravel for base and was handled in a similar manner, the charge by the county being $0.12 per cu. yd.

The contractor was not familiar with road construction, and the cost of grading operations was high on account of the contractor's lack of experience and unfortunate choice of methods and equipment. The oiling operations were performed by C. A. Dunn's crew and equipment. With experienced crew and supervision these items were done at a profit, but this saving could not overcome the loss previously taken on grading, and the job as a whole showed a considerable loss to the contractor.

E. H. Clymer
Cost Analyst

By . . M. G. Smith

R

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NOV 21 1941
FOR FILING

18-1111

November 19, 1941

W. D. Miller Construction Co.
205 Main Street, Box 168
Klamath Falls, Oregon

Gentlemen:

The State Highway Commission at its meeting on October 17, 1941, granted your request for an extension of time from June 30 to August 1, 1941, in connection with contract No. 2317 for grading, surfacing and oiling the Lost River Section of the Klamath Falls-Malin Highway, in Klamath County, subject to the condition that you reimburse the state for extra engineering expense incurred subsequent to the specified date of completion.

Very truly yours,
STATE HIGHWAY COMMISSION

By

Secretary

MM

cc - W. E. Chandler

R

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NOV - 6 1941
FOR FILING

18-1111

November 6, 1941

The Fidelity & Casualty Co. of New York
The Landry Company
Klamath Falls, Oregon

Gentlemen:

You are hereby notified that state highway contract No. 2319, for work on the Lost River Section of the Klamath Falls-Malin Highway, in Klamath County, has been completed by the contracting firm, W. D. Miller Construction Company, and that final settlement will be made on or after November 17, 1941.

The state is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues, or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the state assumes no responsibility for any such claims should there be any.

This notice is served upon you since you appear as surety on the bond furnished by the above contractor. Kindly acknowledge receipt of this letter.

For your information we wish to advise that the total amount paid the contractor in connection with this contract will be $18,738.75, including final payment, and that no force account work was performed therein. This contract was completed on July 26, 1941, and accepted by the Commission on October 17, 1941.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

By

Secretary

RS

NOTED
D. C. DeSart

R

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SEP 18 1941
FOR FILING

18-1111

September 18, 1941

The Fidelity & Casualty Company
The Landry Company
Klamath Falls, Oregon

Gentlemen:

You are advised that it is the intention of the State Highway Commission to make semi-final payment to W. B. Miller Construction Co., Klamath Falls, on Contract No. 2319, Lost River Section of the Klamath Falls-Malin Highway in Klamath County. This payment in the amount of $3,514.69, will be made on or after September 29, 1941. The retained percentage is $750.00.

The state is not advised of any outstanding unpaid claims for labor or materials, or of the existence of any claims, debts, dues, or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the state assumes no responsibility for any such claims should there be any.

Kindly acknowledge receipt of this letter.

Yours very truly,

OA

Secretary

NOTED
D. DeSart

RECEIVED
SEP 15 1941
FOR FILING

18-1111

R

September 15, 1941

The Fidelity & Casualty Co. of New York
The Landry Company
Klamath Falls, Oregon

Gentlemen:

We have been advised by the Klamath Concrete Pipe Company that their claim in the amount of $856.20 for pipe furnished on contract No. 2319 has been paid in full.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

By

Secretary

DGD:RS

cc - W. D. Miller Construction Co.
Klamath Falls, Oregon

NOTED
D. Dehart

NOTED

September 15, 1941

Klamath Concrete Pipe Company
805 Market Street
Klamath Falls, Oregon

Gentlemen:

Thank you for your letter of September 5 advising us that your claim in the amount of $856.20 against W. D. Miller Construction Company, on contract No. 2319, has been paid in full.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

By

Secretary

DGD:RS

F. R. HAMBLET, Manager

"Permanent as the Pyramids"

805 Market Street

Phone 4265

ROCK
SAND
CEMENT
LIME
PLASTER
ROOFING

CONCRETE PRODUCTS
HIGHWAY CULVERT PIPE
SEWER PIPE--DRAIN TILE
IRRIGATION PIPE
STEPPING STONES
FOUNDATION BLOCKS
CONCRETE SPECIALTIES

KLAMATH CONCRETE PIPE COMPANY

Pioneers and Originators in the Northwest
of New LIGHTWEIGHT BUILDING BLOCKS and BRICK
Made from Glass Mountain Volcanic Pumice

KLAMATH FALLS, OREGON

JOBBERS
DU PONT
EXPLOSIVES and ACCESSORIES

September 5th, 1941

Oregon State Highway Commission
Salem, Oregon

Attention: Mr. Glaisyer

Gentlemen:

Referring to our letter of August 11th and your replies of August 22nd and 27th, relative to our claim of $856.20 against the W. D. Miller Construction Company and Fidelity Casualty Company of New York, surety of grading, surfacing, and oiling on the Lost River Section of the Klamath Falls-Malin Highway, Contract No. 2319.

This is to advise that we have, today, received check from the W. D. Miller Construction Company in the amount of $856.20, to cover our claim.

Yours respectfully,

KLAMATH CONCRETE PIPE COMPANY
BY F. R. Hamblet MGR.

FRH:AW

REFERRED TO
Glaisyer
BY SECRETARY

acknowledge with thanks
notify bonding Co. send cc of contract
[illegible]

R R

RECEIVED
AUG 30 1941
FOR FILING

13-1111

August 30, 1941

The Landry Company
P. O. Box 192
Klamath Falls, Oregon

Gentlemen: **Attention Paul O. Landry**

This will acknowledge receipt of your letter of August 27, explaining the status of the claim of the Klamath Concrete Pipe Company against W. D. Miller Construction Company, for their work under contract No. 2319.

We thank you for explaining the status of this claim, and are pleased to learn that the matter will be taken care of within the next two or three weeks.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

By

Secretary

DGD:RS

NOTED
D. C. DeSart

RECEIVED
AUG 28 1941
STATE H[illegible]ION

PAUL O. LANDRY

~Insurance~
FIRE
PLATE GLASS
LIABILITY BURGLARY
AUTOMOBILE

THE LANDRY COMPANY
Insurance - Bonds - Real Estate Loans
313 MAIN STREET P. O. BOX 192
KLAMATH FALLS, ORE.

~Bonds~
LICENSE
CONTRACT
FIDELITY PROBATE
FIDUCIARY

August 27, 1941

Mr. H. B. Glaisyer, Secretary,
Oregon State Highway Commission,
Salem, Oregon.

Dear Mr. Glaisyer:

Replying to your letter of August 22d regarding the bill filed in connection with contract #2319, kindly be advised that immediately upon receipt of your letter I looked into this matter and find that the Klamath Concrete Pipe Company owes Mr. Miller approximately $2500.00 and he is endeavoring to have them apply his bill of $856.20 on this account, but is not meeting with very much success.

However, he advises me that whether or not he is able to get them to give him an offset to what they owe him, he will take care of the matter within the next two or three weeks.

As soon as we have anything definite on this, we will advise you.

Yours very truly,

THE LANDRY COMPANY

By Paul O. Landry

REFERRED TO
Report
BY SECRETARY

POL:HG

acknowledge & thank him for letter -
[illegible]
HBG

MEMBER OF THE NATIONAL ASSOCIATION OF INSURANCE AGENTS

R

RECEIVED
AUG 29 1941
FOR FILING

78-1111

August 29, 1941

Honorable Earl Snell
Secretary of State
Salem, Oregon

Dear Sir:

This acknowledges receipt of your letter of August 27, enclosing three copies of a notice of claim by the Klamath Concrete Pipe Company against the bond taken from the W. D. Miller Construction Company, for work on the Lost River Section of the Klamath Falls-Malin Highway, in Klamath County, Contract No. 2319. This claim is in the amount of $856.20.

We have noted this claim in our records of this job and will today forward to the contractor and his surety copies of the notice thereof.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

By

Secretary

RS

NOTED
D. C. DeSart

August 29, 1941

The Fidelity & Casualty Co. of New York
The Landry Co., Agents
Klamath Falls, Oregon

Gentlemen:

We have received, through the office of the Secretary of State, copies of a notice of claim by the Klamath Concrete Pipe Company, in the amount of $856.20, against W. D. Miller Construction Company, for concrete pipe furnished in connection with contract No. 2313, for work on the Lost River Section of the Klamath Falls-Malin Highway, in Klamath County.

Inasmuch as you are surety for the contractors on this job, we hand you herewith, for your information and such action as is necessary, a copy of this notice of claim.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

By

Secretary

RS

cc - W. D. Miller Construction Co.
Klamath Falls, Oregon

NOTED
D. G. DeSart

EARL SNELL
SECRETARY OF STATE
SALEM, OREGON

August 27, 1941

State Highway Commission
Salem, Oregon

Gentlemen: Attention Mr. H. B. Glaisher, Secretary

We have received and filed as of this date, a notice of claim in the amount of $856.20 by the Klamath Concrete Pipe Company against the bond taken from the W. D. Miller Construction Company, principal and the Fidelity and Casualty Company, surety, for work on the Lost River Section of the Klamath Falls-Malin Highway in Klamath County, Contract No. 2319.

Three copies of the claim are enclosed for your information and files. Kindly acknowledge receipt of the copies.

Very truly yours,

Earl Snell
Secretary of State

S:FL

Enc.

REFERRED TO [illegible]
BY SECRETARY

[illegible]

COPY

805 Market Street Phone 4265

KLAMATH CONCRETE PIPE COMPANY

KLAMATH FALLS, OREGON

August 26th, 1941

Earl Snell, Secretary of State
Salem, Oregon

Dear Sir:

Notice, hereby, is given that the undersigned, Klamath Concrete Pipe Company, has a claim for concrete culvert pipe furnished, in the sum of $856.20, against the bond taken from the W. D. Miller Construction Company and the Fidelity and Casualty Company of New York, the Landry Company, Klamath Falls, Oregon, resident agent, for the work of grading, surfacing and oiling on the Lost River Section of the Klamath Falls-Malin Highway of Klamath County by the W. D. Miller Construction Company, Contract No. 2319.

Yours respectfully

KLAMATH CONCRETE PIPE COMPANY

BY F. R. HAMBLET, MGR.

FRH: AW

Endorsed;
File No. 2995

NOTED
D. G. DeSart

RECEIVED
AUG 23 1941
FOR FILING

18-1111

August 22, 1941

The Fidelity & Casualty Co. of New York
The Landry Company
Klamath Falls, Oregon

Gentlemen:

We have received notice of a claim from the Klamath Concrete Pipe Company, Klamath Falls, Oregon, in the amount of $856.20, for concrete culvert pipe furnished the W. D. Miller Construction Company in connection with contract No. 2319, for grading, surfacing and oiling on the Lost River Section of the Klamath Falls-Malin Highway, in Klamath County.

We are giving you this information inasmuch as you appear as surety on the bond given by Mr. Gerber in connection with the above contract.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

By

Secretary

RS

cc W. D. Miller Construction Co.
Klamath Falls, Oregon

NOTED
D. G. DeSart

August 22, 1941

Klamath Concrete Pipe Company
Klamath Falls, Oregon

Gentlemen:

This will acknowledge receipt of your letter of August 11, filing your claim in the amount of $856.20, against the W. D. Miller Construction Company for concrete pipe furnished on contract No. 2319, for grading, surfacing and oiling on the Lost River Section of the Klamath Falls-Malin Highway, in Klamath County.

If you have not already done so, we advise that you file your claim with the Secretary of State within a period of six months after the date of acceptance of the contract by the Commission, in accordance with Chapter 517, Oregon Laws of 1939, mimeographed copy of which is enclosed for you guidance.

In accordance with our usual practice we are today notifying the contractor and his surety of your claim. The surety on this bond is The Fidelity and Casualty Company of New York, for whom The Landry Company, Klamath Falls, is resident agent.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

By

Secretary

RS

NOTED
D [illegible] DeSart

F. R. HAMBLET, Manager

"Permanent as the Pyramids"

805 Market Street

Phone 4265

CONCRETE PRODUCTS
HIGHWAY CULVERT PIPE
SEWER PIPE—DRAIN TILE
IRRIGATION PIPE
STEPPING STONES
FOUNDATION BLOCKS
CONCRETE SPECIALTIES

KLAMATH CONCRETE PIPE COMPANY

Pioneers and Originators in the Northwest
of New LIGHTWEIGHT BUILDING BLOCKS and BRICK
Made from Glass Mountain Volcanic Pumice

KLAMATH FALLS, OREGON

ROCK
SAND
CEMENT
LIME
PLASTER
ROOFING
JOBBERS
DUPONT
EXPLOSIVES and ACCESSORIES

RECEIVED
AUG 13 1941
OREGON
STATE HIGHWAY COMMISSION

August 11, 1941

Oregon State Highway Commission
Salem, Oregon

Gentlemen:

We furnished the W. D. Miller Construction Company the concrete culvert pipe in December 1940, March, May, and June 1941, per specifications in their contract of the Lost River Section of the Klamath Falls-Malin highway, amounting to $856.20, per copy of statement next attached.

We have not received any payments on this pipe and would respectfully request that you have account protected.

Yours respectfully,

KLAMATH CONCRETE PIPE COMPANY

BY F. R. Hamblet MGR.

FRH:AW

Enclosure 1

805 MARKET STREET
KLAMATH FALLS, OREGON, August 11, 1941194

KLAMATH CONCRETE PIPE CO.

CEMENT PRODUCTS AND
BUILDING MATERIAL
JOBBERS FOR DU PONT EXPLOSIVES

SOLD TO W. D. Miller Construction Co.
Klamath Falls, Oregon

ADDRESS OR JOB for Lost River section of the Klamath Falls - Malin Highway.

YOUR ORDER NO.

TERMS Net

Copy

OUR ORDER NO.

NOTICE: - MATERIAL AND SERVICES FURNISHED AND DELIVERED TODAY AT ADDRESS SHOWN FOR USE THEREON. A LIEN MAY BE CLAIMED FOR ALL LABOR, MATERIAL AND SUPPLIES FURNISHED. SECTION 10191--OREGON LAWS.

Dec. 10, 1940	90'	8"	Culvert Pipe	28.80
Mar. 24, 1941	108'	18"	Culvert Pipe, Reinf.	151.20
May 1941	270'	18"	Culvert Pipe, Reinf.	378.00
June 1941	213'	18"	Culvert Pipe, Reinf.	298.20
				856.20

Construction and Division Engineers inspected this project on Thursday of this week.

We expect to forward the final estimate on this job within ten days and no more weekly reports will be written.

NOTED
RAY WEBBER

RECEIVED
JUL 28 1941

NOTED
H. N. HACKETT

Signed

Address Klamath Falls Oregon

NOTED
VAN SCOY

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file

805 MARKET STREET KLAMATH FALLS, OREGON, August 11, 1941

KLAMATH CONCRETE PIPE CO.

CEMENT PRODUCTS AND
BUILDING MATERIAL
JOBBERS FOR DU PONT EXPLOSIVES

SOLD TO W. D. Miller Construction Co.
Klamath Falls, Oregon

ADDRESS OR JOB for Lost River section of the Klamath Falls-Malin Highway.

YOUR ORDER NO.

OUR ORDER NO.

TERMS Net

COPY

NOTICE: - MATERIAL AND SERVICES FURNISHED AND DELIVERED TODAY AT ADDRESS SHOWN FOR USE THEREON. A LIEN MAY BE CLAIMED FOR ALL LABOR, MATERIAL AND SUPPLIES FURNISHED. SECTION 10191--OREGON LAWS.

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Mar. 24, 1941	108'	18" Culvert Pipe, Reinf.	151.20
May 1941	270'	18" Culvert Pipe, Reinf.	378.00
June 1941	213'	18" Culvert Pipe, Reinf.	298.20
			856.20

We expect to forward the final estimate on this job within ten days and no more weekly reports will be written.

NOTED
RAY WEBBER

NOTED
H. N. HACKETT

JUL 28 1941

Signed

Address Klamath Falls Oregon

NOTED
VAN SCOY

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file

Form E-1—6M—4-41

OREGON STATE HIGHWAY COMMISSION
FIELD ENGINEER'S WEEKLY REPORT
FOR CONSTRUCTION PROJECTS ONLY

For Week Ending July 26 1941, 19

Section Lost River

Kind of work Grading Surfacing & Oiling

Highway Klamath Falls - Malin

Section prefix ~~2319~~ 18-1111

Contractor W.D.Miller Const Co

Contract number 2319

Date of contract May 10 1941, 19

Date of completion June 30 1941, 19

Date work started March 19 1941, 19

Estimated date of completion July 26 1941, 19

Amount of contract $ 19252.00

Per cent of time elapsed 106½ %

Estimated cost of completed project, exclusive of engineering $ 19252.00

Per cent of contract completed, based on total contract price 100 %

Engineering cost to date, $ 1450.00, %

Date project was completed July 26 1941, 19

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

All work on the project, including the fixing of siphon box and irrigation ditch dike mentioned in last weeks report, has been completed, as of today, July 26th.

Construction and Division Engineers inspected this project on Thursday of this week.

We expect to forward the final estimate on this job within ten days and no more weekly reports will be written.

NOTED
RAY WEBBER

NOTED
H. N. HACKETT

JUL 28 1941

Signed

Address Klamath Falls Oregon

NOTED
VAN SCOY

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project					
Miles partially completed					
Miles completed					
Total estimated quantities					
Estimated quantities moved or placed to date					
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day					
Hours per shift					
Average force on project for week					

Percentages of men employed on contract to be secured from:

.... County, ...%; .... County, ...%; .... County, ...%; .... County, ...%

	NUMBER USED AND SECURED FROM					CONTRACTOR'S KEY MEN, ETC.	TOTAL
	COUNTY	COUNTY	COUNTY	COUNTY	OTHER SOURCES		
Men							
Men and teams							
Men and trucks under 3 tons							
Men and trucks over 3 tons							
Men and tractors							

Equipment used during week: Shovels ...., Power graders ...., Rollers ...., Mixers ...., Crushing or screening plants ....

Compressors ...., Bulldozers ...., Sheet-foot rollers ...., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday			
Monday			
Tuesday			
Wednesday			
Thursday			
Friday			
Saturday			

STATE PRINTING DEPT.

RECEIVED
JUL 3 1940
FOR FILING

18-1111

July 3, 1940

W. D. Miller Construction Company
Klamath Falls, Oregon

Gentlemen:

We are sending you today by express a fully executed copy of Contract No. 2319 which was awarded to you by the State Highway Commission on May 10, 1940, covering the grading, surfacing and oiling of the Lost River Section of the Klamath Falls-Malin Highway, in Klamath County.

This copy is for your records and files, and we are also sending a copy to the surety on your bond.

Very truly yours,

STATE HIGHWAY COMMISSION
By

Secretary

DOD:MBL

TE-11111

June 15, 1940

W. D. MILLER CONSTRUCTION COMPANY
Klamath Falls, Oregon

Gentlemen:

We are returning to you by express four signed copies each of Contracts Nos. 2318 and 2319 which we received from you this morning. Will you please have all copies countersigned by the agent for the surety and return them to this office at your earliest convenience.

Very truly yours,

STATE HIGHWAY COMMISSION
By

Secretary

DGD:MBL

C
O
P
Y

W. D. MILLER CONSTRUCTION CO.
Klamath Falls, Ore.

June 13, 1940

Oregon State Highway Commission
Salem, Oregon

Attention: Mr. H. B. Glaisyer, Secretary

We are today returning under separate cover four copies each of two contracts mailed us by you per your letter of May 13th. These contracts have been signed and executed by us as requested.

We do not propose to start any work until along about the first of September on account of the high water. We anticipate completing everything as stipulated in the contract, with the exception of the oiling which will be started in April or May of next year, provision for this having also been made in the contract.

Yours very truly,

W. D. MILLER CONSTRUCTION CO.

By W. D. Miller

WDM:EP

C
O
P
Y

18-1111

W. D. MILLER CONSTRUCTION CO

Klamath Falls, Ore.

June 21, 1940

Oregon State Highway Commission
Salem, Oregon

Attention: Mr. H. B. Glaisyer

Gentlemen:

We are again returning by express four copies each of Contracts Nos. 2318 and 2319 which have all been countersigned by the agent for the surety as requested in your letter of June 15th.

Yours very truly,

W. D. MILLER CONSTRUCTION CO

By W. D. Miller

WDM:EP

15-1111

W. D. MILLER CONSTRUCTION CO

Klamath Falls, Ore.

January 15, 1940

Mr. R. H. Baldock
Oregon State Highway Commission
Salem, Oregon

Dear Sir:

When you mail us the contracts on the 0.92 mile grading and surfacing on the Lost River Section of the Klamath Falls-Malin Highway and the concrete viaduct over Lost River, would you please send an extra set of specifications on each of these jobs, as we would like very much to have them for working purposes.

Thanking you in advance for this favor, we remain,

Yours very truly,

W. D. MILLER CONSTRUCTION CO.

By W. D. Miller

WDM:EP

C
O
P
Y

18-1111

June 6, 1940

W. D. Miller Construction Co.
Klamath Falls, Oregon

Gentlemen:

On May 13 we forwarded to you, by express, four copies each of contracts for the Lost River Section and for the construction of a 130-foot viaduct over Lost River, both being in Klamath County. We asked that you have these contracts executed as to agreement and bond and returned to this office.

Will you please advise if you received the above-mentioned contracts and when we may expect the return of them.

Very truly yours,

Secretary

JMcAM

18-1111 C
O
P
Y

May 13, 1940

W. D. Miller Construction Company
205 Main Street
Klamath Falls, Oregon

Gentlemen:

I am forwarding to you today, by express, four copies each of two contracts awarded to you by the State Highway Commission on May 10, 1940, being the following: construction of a bridge over Lost River on the Klamath Falls-Malin Highway, in Klamath County, contract No. 2318; and grading, surfacing and construction of road mix oil treatment on the Lost River Section of the Klamath Falls-Malin Highway, in Klamath County, contract No.✓2319.

Please execute all copies of both contracts as to agreement and bond and return them to me for further execution on the part of the State Highway Commission. Inasmuch as you are a corporation the agreement and bond must be signed by the president and secretary of the company and the seal of the corporation affixed thereto.

I particularly call your attention to changes in the bridge contract, No. 2318, necessitated by the long delay in the award of the contract. On page 1a the completion date has been changed to December 31, 1940. This extends the period four months which corresponds to the elapsed time since bids were taken.

On page 16 we omitted the first paragraph on the proposal under "Schedule of Performance of Work". This paragraph provided for an earlier completion date for the bridge in order to provide for the placing of embankment and surfacing. However, since you were the successful bidder on both the birdge and grading work, you will be able to coordinate both projects so in lieu of the paragraph mentioned we have inserted the following: "No work on the syphon at Station 38-70 shall be done which would in any way interfere with the carrying of water in the existing flume until after the irrigating season is over". Our agreement with the Reclamation Service will provide that the flume be not interfered with during the irrigating season which accounts for this clause. It is our belief that the time extension to December 31 will give you ample time to complete the syphon after the irrigating season is over.

With reference to the grading contract, No. 2319. I call your special attention to the Supplemental Special Provisions which are self explanatory.

I also call your attention to the mimeographed page immediately following page 31 of the mimeographed Special Provisions relating to the payment by the contractor of amounts due hospital associations, et cetera.

Very truly yours,

Secretary

HBG:AM

RECEIVED
JUL 18 1940
FOR FILING

18-1111

May 11, 1940

W. D. Miller Construction Co.
205 Main Street
Klamath Falls, Oregon

Gentlemen:

Confirming my wire to you of this date, the State Highway Commission awarded to you yesterday, May 10th, the contract covering the 0.92 miles grading, surfacing and oil treatment on the Lost River Section, of the Klamath Falls-Malin Highway, in Klamath County. This award was made to you on the basis of your bid submitted on January 11, 1940, in the amount of $19,252.00, which bid was the low one received for this project.

The Commission also awarded you yesterday the contract covering the construction of 130 lineal foot viaduct over Lost River, and a 4' x 6' concrete syphon, also on the Klamath Falls-Malin Highway in Klamath County. This award was based on your low bid of $13,327.00 for this project, submitted on January 11, 1940, also.

Contract forms covering both of the above projects will be sent to you the first of next week for execution.

Very truly yours,

Secretary

C
O
P
Y

HBG:MC

RECEIVED
JAN 31 1940
FOR FILING

18-1111

January 31, 1940

Union Oil Company of California,
Yeon Building,
Portland, Oregon.

Attention: D. G. von der Hellen.

Gentlemen:

Reference is made to your letter of January 30th contract of W. D. Miller Construction Company, Klamath Falls, Lost River Section of the Klamath Falls-Malin Highway.

You are advised that the above company were the low bidders on this project. However, the contract has not yet been awarded so we are unable to furnish you with the information desired. After the contract has been awarded copies will be made up and forwarded to the contractor for execution. After the contract has been returned by the contractor we will then be able to furnish you with the information. Just how soon this will be we are unable to advise at this time.

Very truly yours,

Secretary.

Dict. by J. McFarland.

Union Oil Company of California

YEON BUILDING
PORTLAND, OREGON

RECEIVED
JAN 31 1940
OREGON
STATE HIGHWAY COMMISSION

January 30, 1940

Oregon State Highway Commission
Salem, Oregon

Gentlemen:

W. D. MILLER CONSTRUCTION CO.
Willard Hotel - Klamath Falls

On January 13 we sent you our regular mimeograph questionnaire in connection with the Lost River Section of the Klamath Falls-Malin Highway. We have been told that the W. D. Miller Construction Co. was the successful bidder, although we were not given the contract number.

As we have not heard from you with the information requested on the questionnaire we are sending you another in the event our first one has been overlooked or lost.

Yours very truly

D. E. NICHOLS
District Credit Supervisor

By: D. G. von der Hellen

DvH:B
Attachment

FORM 401 P 12-38 13M

CONTRACT# [redacted] 2320

248-A-2,B-1, Troutdale-Dodson Sec., 1940
C-1,D-1 Columbia River Hwy.
#2320

RECEIVED
APR 30 1945
~~FOR FILING~~
248-A-2

April 26, 1945

Mr. C. P. Norton
Division Plant Superintendent
Western Union Telegraph Company
Pacific Division
San Francisco 6, California

Dear Sir:

We are handing you herewith two fully executed copies of the Agreement between the State Highway Commission and your Company, which provides for the payment of $1,500.00 in connection with the moving and replacing certain poles, guy wires and [illegible] on Troutdale-Dodson Section of the Columbia River Highway. These copies are for your records and files.

Very truly yours,

C. B. McCullough
Assistant State Highway Engineer

JM:KM
Enclosures - 2
cc - H. G. Smith
cc- S. H. Probert

FORM E-90 20M 11-44

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
April 24, 1945

SUBJECT:

To: Mr. C. B. McCullough
Asst. State Highway Engineer
Office

Dear Sir:

As requested I am returning to you, herewith, four executed copies of the Agreement between the State Highway Commission and the Western Union Telegraph Company, disposing of the Company's claim for damages to its pole line rising out of the construction of the Troutdale-Dodson Section of the Columbia River Highway, contract No. 2320.

I have retained the original of this agreement for the Commission's records and files.

Very truly yours,

Secretary

HBG gl
Encl.

[illegible]

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
April 7th, 1945

SUBJECT: Western Union Agreement on Troutdale-Corbett Section

To: Mr. C. B. McCullough
Asst. State Highway Engineer
Office

Dear Sir:

I hand you herewith the signed copies of the agreement with the Western Union Telegraph Company concerning their claim on the Troutdale-Corbett Section.

Very truly yours,

H G Smith
H. G. Smith
Construction Engineer

HGS:AR
Enc.

THE WESTERN UNION TELEGRAPH COMPANY
PACIFIC DIVISION
SAN FRANCISCO 8, CAL.

C. P. NORTON
DIVISION PLANT SUPERINTENDENT

April 4, 1945

POLE LINES - Maintenance - O-W RR & N Railway Company - Troutdale to Dodson, Oregon - State Highway Construction

Mr. H. G. Smith
Construction Engineer
Oregon State Highway Commission
Salem, Oregon

Dear Sir:

Please refer to your letter of March 17 to which you attached five copies of an agreement, between the State of Oregon and the Telegraph Company, for signature.

I am attaching hereto five copies of this agreement which have been signed by the Telegraph Company's General Contract Manager, Martin H. Clapp, also bearing the signature of G. B. Saterlee.

Would you please return "Western Union" two copies of this agreement - one to be retained in my files and one forwarded to the General Office.

Yours truly,

C P Norton
Division Plant Superintendent

WED:PGC
GWS
Attachments

RECEIVED
APR 6 - 1945
OFFICE OF
CONSTRUCTION ENGINEER

THE COMPANY WILL APPRECIATE SUGGESTIONS FROM ITS PATRONS CONCERNING ITS SERVICE

THE WESTERN UNION TELEGRAPH COMPANY
PACIFIC DIVISION
SAN FRANCISCO 8, CAL.

C. P. NORTON
DIVISION PLANT SUPERINTENDENT

April 4, 1945

POLE LINES - Maintenance - O-W RR & N Railway Company - Troutdale to Dodson, Oregon - State Highway Construction

Mr. H. G. Smith
Construction Engineer
Oregon State Highway Commission
Salem, Oregon

Dear Sir:

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I am attaching hereto five copies of this agreement which have been signed by the Telegraph Company's General Contract Manager, Martin H. Clapp, also bearing the signature of G. B. Saterlee.

Would you please return "WESTERN UNION" two copies of this agreement - one to be retained in my files and one forwarded to the General Office.

Yours truly,

C P Norton
Division Plant Superintendent

WED:PGC
GWS
Attachments

RECEIVED
APR 6 - 1945
OFFICE OF
CONSTRUCTION ENGINEER

THE COMPANY WILL APPRECIATE SUGGESTIONS FROM ITS PATRONS CONCERNING ITS SERVICE

RECEIVED
FOR FILING

210-A-2

CLASS OF SERVICE DESIRED			
DOMESTIC		CABLE	
TELEGRAM		ORDINARY	
DAY LETTER		URGENT RATE	
SERIAL		DEFERRED	
OVERNIGHT TELEGRAM		NIGHT LETTER	
SPECIAL SERVICE		SHIP RADIOGRAM	

Patrons should check class of service desired; otherwise the message will be transmitted as a telegram or ordinary cablegram.

RECEIVED
JAN 24 1945
FOR FILING

COPY OF WESTERN UNION TELEGRAM

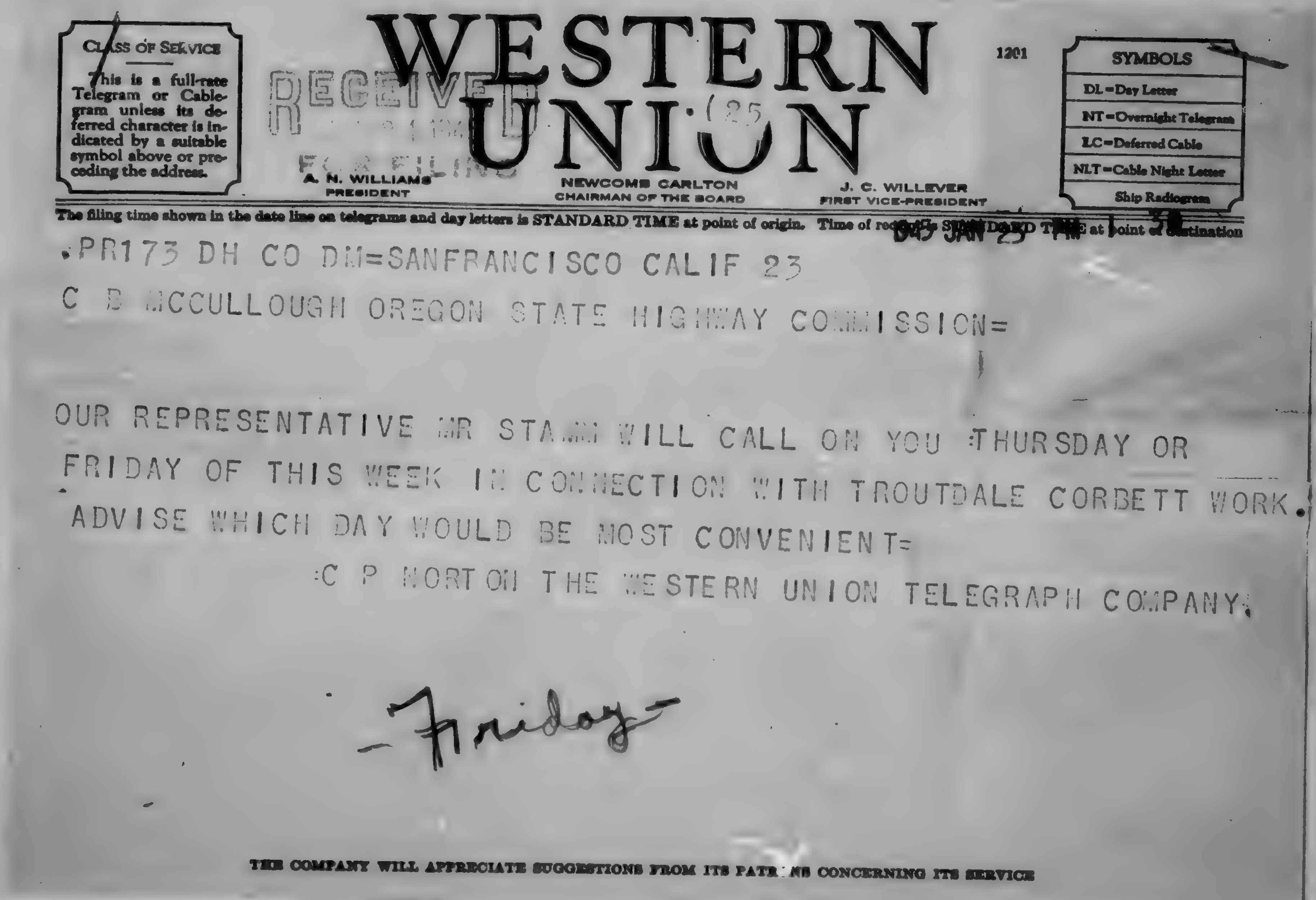
MR C P NORTON
THE WESTERN UNION TELEGRAPH COMPANY
SAN FRANCISCO CALIF

FRIDAY JANUARY 26 WOULD BE MOST CONVENIENT FOR ME TO CONFER WITH YOUR MR STAMM CONCERNING TROUTDALE CORBETT WORK.

C B MCCULLOUGH
ASSISTANT STATE HIGHWAY ENGINEER

-Friday-

THE COMPANY WILL APPRECIATE SUGGESTIONS FROM ITS PATRONS CONCERNING ITS SERVICE



CLASS OF SERVICE

This is a full-rate Telegram or Cablegram unless its deferred character is indicated by a suitable symbol above or preceding the address.

RECEIVED

FOR FILING

WESTERN UNION

1201

A. N. WILLIAMS
PRESIDENT

NEWCOMB CARLTON
CHAIRMAN OF THE BOARD

J. C. WILLEVER
FIRST VICE-PRESIDENT

SYMBOLS
DL = Day Letter
NT = Overnight Telegram
LC = Deferred Cable
NLT = Cable Night Letter
Ship Radiogram

The filing time shown in the date line on telegrams and day letters is STANDARD TIME at point of origin. Time of receipt is STANDARD TIME at point of destination

JAN 23 PM

.PR173 DH CO DM=SANFRANCISCO CALIF 23

C B MCCULLOUGH OREGON STATE HIGHWAY COMMISSION=

OUR REPRESENTATIVE MR STAMM WILL CALL ON YOU THURSDAY OR FRIDAY OF THIS WEEK IN CONNECTION WITH TROUTDALE CORBETT WORK. ADVISE WHICH DAY WOULD BE MOST CONVENIENT=

C P NORTON THE WESTERN UNION TELEGRAPH COMPANY.

-Friday-

THE COMPANY WILL APPRECIATE SUGGESTIONS FROM ITS PATRONS CONCERNING ITS SERVICE

RECEIVED
DEC 16 1944
FOR FILING

December 12, 1944

District Engineer
War Department
628 Pittock Block
Portland 5, Oregon

(Your file PO 800.6 Col. R. - Dredging)

Dear Sir:

The Highway Commission hereby requests the fourth 3-year extension of the permit issued by your office on October 13, 1937, and extended to December 31, 1943, authorizing dredging in the Columbia River, the material to be deposited near the high-water shore line between Taylor and Dodson, Oregon, for a roadbed.

This request is based upon the assumption that you prefer (or are required) to issue the permits for a 3-year interval. If it were possible, it would be preferable to extend this permit for at least five years, since we expect it will take at least three years to complete our work after receiving the "go ahead" from the War Production Board, which probably will not be given until after the war is over.

Very truly yours,

R. H. Baldock
State Highway Engineer

cc Mr. H. G. Smith

ADDRESS REPLY TO
THE DISTRICT ENGINEER

WAR DEPARTMENT
OFFICE OF THE DISTRICT ENGINEER
PORTLAND DISTRICT
628 PITTOCK BLOCK
PORTLAND, OREGON

IN YOUR REPLY REFER TO
FILE PO 800.6
(Col. R.-Dredging)-

PADPO

December 7, 1944.

Oregon State Highway Commission,
Salem,
Oregon.

Attention: Mr. R. H. Baldock, Highway Engineer,

Gentlemen:

Reference is made to War Department permit, file Misc. 880/18.13, authorizing dredging in Columbia River, the material to be deposited near the high water shoreline between Taylor and Dodson, Oregon, for a roadbed. The time limit for completing the work authorized by this instrument has expired.

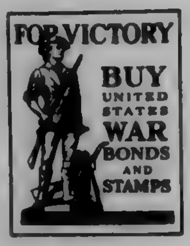
It is understood the Highway Department contemplates completing the work after the war. Should this be correct, it would be advisable to request that the permit be revived and extended.

Very truly yours,

William D. Alexander,
Lt. Col., Corps of Engineers,
Executive Officer.

REFERRED TO
H. G. Smith
By Chief Engineer

Please prepare request for extending permit with letter to accompany it.?



RECEIVED
DEC 9 - 1944
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
NOV 29 1944
FOR FILING

248-4-2

Salem, Oregon
November 28, 1944

Mr. E. A. Collier

Herewith letter from Division Plant Superintendent Norton of The Western Union Telegraph Company, dated November 22nd, in reply to mine of October 13th.

Inasmuch as you handled this in the first place, I wish you would look this over carefully and let me have your comments. I imagine that before we effect the final settlement, this matter will have to go to the Commission, unless we can work out some sort of a compromise.

C. B. McCullough

Att.

CBM/k

248-G-2

K.H. Baldock

February 11th, 1942

~~Troutdale-Dodson~~
Contract No. 2320

FINAL COST ANALYSIS
Hydraulic Dredging
& Highway Embankment
General Construction Company, Contractors
Carl Peterson, Resident Engineer

Columbia River Highway
Prefix 26-1145

Item	Cost	Quantity	Unit	Unit Cost	Unit Bid	Gross Revenue
U.S. Government Portion of Project:						
Channel Excavation	$129,449.99	1,640,200	Cu. Yd.	$0.079	$0.10	$164,200.00
Channel Overdepth Excavation	44,299.69	561,300	" "	0.079	0.05	28,065.00
	$173,749.68					$192,265.00

Gross Revenue	$192,265.00
Total Cost	173,749.68
Net Profit	$18,515.32

Net Profit Equals 9.3% of the Gross Revenue

Item	Cost	Quantity	Unit	Unit Cost	Unit Bid	Gross Revenue
State Highway Portion of Project:						
Highway Embankment in Place	$228,814.56	2,784,729.1	C.Y.	$0.082	$0.11	$306,320.20
18" Corr. Iron Pipe	3,576.66	1,442	Lin. Ft.	2.48	3.50	5,047.00
24" " " "	11,158.69	3,176	" "	3.51	4.50	14,292.00
30" " " "	647.32	150	" "	4.32	6.00	900.00
Culvert Excavation	668.88	813.17	Cu. Yd.	0.82	1.50	1,219.76
Force Account	440.95					440.95
PA #1, Cost of Replacing Western Union Poles		All				- 112.00
	$245,307.06					$328,107.91

Gross Revenue	$328,107.91
Total Cost	245,307.06
Net Profit	$82,800.85

NOTED
State Highway Engineer

Net Profit Equals 25.2% of the Gross Revenue

Troutdale-Dodson
Highway Embankment in Place Chargeable to State Highway Work

Detail of Cost

Labor:			
Supervision		$8,425.77	
Labor		79,370.53	
State Industrial Accident Insurance		5,327.61	
Social Security & Unemployment Ins.		3,401.85	
			$96,525.76
Materials:			
18" Corr. Iron Pipe	1,442 lin. ft. at $1.61	$2,321.62	
18" Bands	72 at $2.21	159.12	
24" Corr. Iron Pipe	3,176 lin. ft. at $2.51	7,971.76	
24" Bands	153 at $2.77	423.81	
30" Corr. Iron Pipe	150 lin. ft. at $3.18	477.00	
30" Bands	7 at $3.76	26.32	
			11,379.63
Equipment Rental & Misc. Supplies:			
Equipment Rental (Inc. Repairs)		$27,481.00	
Gas, Oil & Grease		7,808.15	
Lumber		8,404.50	
Misc. Supplies & Small Tools		8,483.95	
Rental of Shore Line Pipe		5,173.02	
Pile Driving		9,006.80	
Bond & Insurance		8,385.72	
Move In, Freight, Cartage & Towing		2,890.50	
Field Office & General Expense		3,849.70	
Home Office & General Overhead		9,843.24	
			91,326.58
			$199,326.58
Cost of dredging outside of channel limits and not paid for by U. S. Government:			
583,229 cu. yd. at $0.079			46,075.09
Cost Chargeable to State Highway Work			$245,307.06

Estimated Detail of Cost

Troutdale-Dodson
Hydraulic Dredging Chargeable to U. S. Government as Channel Excavation

Labor:			
Supervision		$2,750.00	
Labor		68,835.03	
State Industrial Accident Insurance		4,039.95	
Social Security & Unemployment Insurance		2,753.40	
			$78,378.38
Equipment Rental & Misc. Supplies:			
Dredge Rental	178 days at $285.00 per day	$50,730.00	
2 Tug Boats	178 " " 20.00 " " each	7,120.00	
Electric Power		33,264.78	
Gas, Oil and Grease		3,074.41	
Floating Pipe Line	2100 ft., 178 days at $63.00	11,214.00	
Misc. Supplies & Small Tools		4,272.00	
Power & Pole Line		9,763.24	
Bond & Insurance 2% of Gross Revenue		3,845.30	
Move In, Freight & Towage		10,472.06	
Home Office & General Overhead		7,690.60	
			141,446.39
			$219,824.77
Deduction for yardage dredged outside of channel limits and chargeable to state highway embankment in place:			
583,229 cu. yd. at $0.079			- $46,075.09
Cost of U. S. Government Channel Dredging			$173,749.68

Troutdale-Dodson
Hydraulic Dredging & Highway Embankment

Remarks:

This contract, which required the dredging of a ship channel and the construction of highway embankment, was bid on May 13th, 1940. The contractor started work on August 14th, 1940 and completed on August 6th, 1941.

The 22-inch hydraulic dredge "Washington" was moved to the job and started pumping on September 5th, 1940, and was operated until December 15th, 1940, when the break-up of the floating pipe line during a heavy wind storm forced the suspension of the work until February 9th, 1941. Work was then continued until June 12th, when the dredging was completed except for two days' work on the Tunnel Point Section during July. The dredge operated 178 days while pumping onto the highway embankment and averaged 652 cubic yards per hour.

For the first half of the work the contractor used timber trestling to hold the shore pipe for the placing of the first two 5-foot lifts, and for the additional lifts the pipe was placed on the fill itself. During the last half of the work the trestle was eliminated, and the shore pipe was placed on the fill. Using this method required the operation of two 2-yard dragline shovels which were used to build up temporary dikes around short sections to hold the dredged materia. Excess water was drained off through piped timber sumps.

Finishing the roadbed and 6:1 slopes were done with a cat and dozer, and the 3:1 slope was finished with the dragline shovels.

The highway embankment required more material than was contained in the corresponding ship channel, so additional material was pumped below and outside the channel limits and for which the U. S. Government made no payment. The cost of this additional dredging is charged to the cost of the embankment material in place.

E. H. Clymer
Cost Analyst

By . . V. R. Jones

RECEIVED
SEP 12 1941
FOR FILING

R

248-A-2

September 11, 1941

United States Fidelity & Guaranty Co.
M. K. Sprott
Bedell Building
Portland, Oregon

Gentlemen:

You are hereby notified that State Highway Contract No. 2320 for embankment construction and culvert pipe installation on the Troutdale-Dodson Section of the Columbia River Highway in Multnomah County has been completed by the contractor General Construction Co. and that final settlement will be made by the state with said contractor on or after September 22, 1941.

The state is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues, or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the state assumes no responsibility for any such claims should there be any.

This notice is served upon you since you appear as surety on the bond furnished by the above contractor. Kindly acknowledge receipt of this letter.

For your information we wish to advise that the total amount paid the contractor in connection with this contract will be $328,107.91 of which $440.95 is for force account work. This contract was completed on August 6, 1941 and accepted by the Commission on September 5, 1941.

Very truly yours,

Secretary

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248-A-2

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FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION
DISTRICT ONE

MONTANA
OREGON
WASHINGTON

POST OFFICE BUILDING
PORTLAND, OREGON

September 8, 1941

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

Final inspection of Oregon SN-FAP 248-A (2), Corbett Station-Rooster Rock Section of the Columbia River Highway, was made by a representative of this office on August 11, 1941, subject to submission of Form PR-47. Prompt submission of the final voucher will be appreciated.

Very truly yours,

W. H. LYNCH
District Engineer

By L J Caufield
L. J. Caufield
Sr. Highway Engineer

R

RECEIVED
AUG 2 8 1941
FOR FILING

248-A-2

August 29, 1941

United States Fidelity & Guaranty Co.
M. K. Sprott, Agent,
Bedell Bldg.,
Portland, Oregon.

Gentlemen:

You are advised that it is the intention of the State Highway Commission to make semi-final payment to General Construction Co., on contract No. 2320, covering work on the Troutdale-Dodson Section of the Columbia River Highway, in Multnomah County. This payment, in the amount of $28,543.50, will be made on or after September 8, 1941. The retained percentage is $9,846.76.

The state is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the state assumes no responsibility for any such claims should there be any.

Kindly acknowledge receipt of this letter.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

By

Secretary

RS

NOTED
D. G. DeSart

RECEIVED

ADDRESS REPLY TO
THE DISTRICT ENGINEER

WAR DEPARTMENT
OFFICE OF THE DISTRICT ENGINEER
PORTLAND DISTRICT
628 PITTOCK BLOCK
PORTLAND, OREGON

IN YOUR REPLY REFER TO
FILE 1571
(Col.R. Vancouver to
Bonneville)-18.34

249-A-2

August 15, 1941

Oregon State Highway Commission,
Salem,
Oregon.

Attention: Mr. R. H. Baldock,
Chief Engineer.

Gentlemen:

Your letter of August 8, 1941, regarding our Contract No. W694eng.-683, with the General Construction Company, for dredging in Columbia River between Camas, Washington and Dodson, Oregon, has been received.

For your information, the hydraulic dredging under the contract, in connection with which you entered into contract with the General Construction Company was completed on August 4, 1941. Work on the subject contract is still in progress under extension of time granted by a recent change order providing for removal of boulders and gravel in Columbia River near Washougal, Washington, below Mile 16.6 above Vancouver. This work is being done by a dipper dredge.

It is hoped these data will provide the information requested in your letter.

Yours very truly,

C. R. Moore,
Lt. Col., Corps of Engineers,
District Engineer.

REFERRED TO
NOTED
Asst. State Highway Engineer
Asst. Chief Engineer

(Mr. [illegible] has this file)

RECEIVED
AUG 16 1941
FOR FILING

August 8, 1941

District Engineer
U. S. Engineers Office
Bonneville, Oregon

Dear Sir:

We have received notification from our Resident Engineer Peterson that the General Construction Company completed, as of August 6, 1941, the State's contract for embankment construction on the Troutdale-Dodson Section of the Columbia River Highway, which contract was awarded May 13, 1940, in conjunction with a dredging contract with the War Department.

Our contract with the General Construction Company carried the following special provision regarding the date of completion:

> "__Time of Completion__. - The embankment construction work and culvert installation work shall be completed within the time limit prescribed by the Government for its channel dredging operations, plus any extension of time duly granted under that contract."

In order to properly close out this contract and release our contractor and his surety, we should be advised if the date of August 6, 1941, falls within the time limit granted in connection with your dredging contract. It would be appreciated, therefore, if you would advise your contract completion date, as extended, if it falls on any date prior to the date of August 6, 1941.

Very truly yours,

R. H. BALDOCK
Chief Engineer

By

S. H. Probert
Office Engineer

Dict. by L. E. Parsons/JP

Answer to this letter has been received and filed in contract no. 2370.
WHS

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Form E-1—8M—10-40

OREGON STATE HIGHWAY COMMISSION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY

248-A2

For Week Ending Aug 9, 1941

Section Troutdale-Dodson

Kind of work Emb. Const. & Culvert Installation

Highway Columbia River

Section prefix 26-1145

Contractor General Construction Co

Contract number 2320

Date of contract May 13, 1940

Date of completion May 4, 1941

Date work started Aug 14, 1940

Estimated date of completion Aug 6, 1941

Amount of contract $314,550.00

Per cent of time elapsed 100 %

Estimated cost of completed project, exclusive of engineering $314,550.00

Per cent of contract completed, based on total contract price 100 %

Engineering cost to date, $7550.00, 2 1/2 %

Date project was completed Aug. 6, 1941

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

Contractor completed this section Wednesday Aug 6th.

Final records are complete except the report from U.S. Engineers on the final excavation of channel at Tunnel Point.

NOTED
[illegible]

H. N. HACKETT

RECEIVED
AUG 11 1941

Signed Carl W. Peterson

Address Troutdale

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project	7.35				
Miles partially completed	–				
Miles completed	7.35				
Total estimated quantities	2,723,000				
Estimated quantities moved or placed to date	2,723,000				
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day					
Hours per shift					
Average force on project for week					

Percentages of men employed on contract to be secured from:

.... County, ...%; .... County, ...%; .... County, ...%; .... County, ...%

	NUMBER USED AND SECURED FROM					CONTRACTOR'S KEY MEN, ETC.	TOTAL
	COUNTY	COUNTY	COUNTY	COUNTY	OTHER SOURCES		
Men							
Men and teams							
Men and trucks under 3 tons							
Men and trucks over 3 tons							
Men and tractors							
....							

Equipment used during week: Shovels ...., Power graders ...., Rollers ...., Mixers ...., Crushing or screening plants ....,

Compressors ...., Bulldozers ...., Sheet-foot rollers ...., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday			
Monday			
Tuesday			
Wednesday			
Thursday			
Friday			
Saturday			

R. H. Baldock

RECEIVED
APR 18 1941
FOR FILING

April 14th, 1941

Cost Analysis
Troutdale-Dodson Hydraulic Dredging

Multnomah-Oneonta Section 'D'
Contract No. 2320

Columbia River Highway
Prefix 26-1145

218-B-2

General Construction Co., Contractors
Carl Peterson, Resident Engineer

Item	Cost	Quantity	Unit	Unit Cost	Unit Bid	Gross Revenue
U. S. Gov't Portion of Project						
Channel Excavation	$70,709.74	862,314	Cu. Yd.	$0.082	$0.10	$86,231.40
Channel Overdepth Excavation	8,869.20	108,161	" "	0.082	0.05	5,408.05
Sub-Total	$79,578.94					$91,639.45

Gross Revenue $91,639.45
Total Cost 79,578.94
Net Profit $12,060.51

Net Profit Equals 13.2% of Gross Revenue

Item	Cost	Quantity	Unit	Unit Cost	Unit Bid	Gross Revenue
State Highway Portion of Project						
Highway Embankment in Place	$74,534.29	1,169,131.4	Cu. Yd.	$0.0638	$0.11	$128,604.45
24" Corr. Iron Pipe	2,274.48	648	Lin. Ft.	3.51	4.50	2,916.00
Sub-Total	$76,808.77					$131,520.45

Gross Revenue $131,520.45
Total Cost 76,808.77
Net Profit $54,711.68

Net Profit Equals 41.6% of Gross Revenue

NOTED
Highway Engineer

Multnomah-Oneonta Section 'D' Cost Analysis.

The yardage placed in the embankment exceeds the excavation yardage as paid for by the U. S. Government by 198,656.4 cu. yd. The cost of dredging this extra yardage, which was secured from excess overdepth and areas outside of channel excavation limits, has been charged entirely to the State portion of the contract.

The average total cost of Embankment in Place, including dredging, shore work and finishing roadbed and slopes, was:

Item	Cost	Quantity	Unit	Ave. Unit Cost	Ave. Unit Bid	Gross Revenue
Embankment in Place	$154,113.23	1,169,131.4	Cu. Yd.	$0.1318	$0.188	$220,243.90
24" Corr. Iron Pipe	2,274.48	648	Lin. Ft.	3.51	4.50	2,916.00
	$156,387.71					$223,159.90

Gross Revenue	$223,159.90
Total Cost	156,387.71
Net Profit	$66,772.19

Net Profit Equals 29.9% of Gross Revenue

Troutdale-Dodson Dredging
Multnomah-Oneonta 'D' Section
Estimated Detail of Cost

Dredge Costs

U. S. Government Project

Labor:		
Supervision - Greely, Supt. - 50% of Salary	$600.00	
Labor	16,217.62	
Industrial Insurance	962.56	
Social Security & Unemployment Insurance	648.70	
		$18,418.88
Equipment:		
Dredge - 74 Days at $285.00 per Day	$21,090.00	
2 Tug Boats - 74 Days at $20.00 Each per Day	2,960.00	
Electric Power, 74 Days at $200.00	14,800.00	
Gas, Oil and Grease	1,535.81	
Floating Pipe Line 2100' - 74 Days at $63.00	4,662.00	
Misc. Supplies & Small Tools - 74 Days at $24.00	1,776.00	
Power & Pole Line Rental - 74 Days at $300.00	22,200.00	
Bond and Insurance - 2% of Gross Revenue	1,832.78	
Office & Gen. Overhead - 4% of Gross Revenue	3,665.57	
Move In - 30% of $10,000	3,000.00	
		77,522.16
		$95,941.04

The costs are approximate only as all of the contractors' records have not been made available on the U.S. Government portion of the work.

Troutdale-Dodson Dredging
Multnomah-Oneonta 'D' Section
Shore Costs

State Highway Project

Labor:				
Supervision			$2,583.90	
Labor			24,670.43	
State Industrial Accident Insurance			1,732.53	
Social Security & Unemployment Insurance			1,066.17	$30,053.03
Materials:				
24" Corr. Iron Pipe	648 lin. ft.	at $2.51	$1,626.48	
24" Bands	32	" 2.71	86.72	1,713.20
Equipment Rental & Misc. Supplies:				
Equipment Rental			$6,265.80	
Gas, Oil and Grease			2,103.75	
Lumber in Trestle			937.42	
Misc. Supplies & Small Tools			2,792.53	
Rental of Shore Line Pipe			2,220.00	
Pile Driving - 4 Piers at $875.00			3,500.00	
Misc. Supplies & Small Tools			2,778.16	
Bond and Insurance			1,929.07	
Move In			1,100.00	
Office			1,195.58	
Home Office & Gen. Overhead - 3% of Gross Revenue			3,858.13	28,680.44
				$60,446.67

Troutdale-Dodson Dredging

REMARKS:

This contract, which requires the dredging of a ship channel for the U. S. Government and the placing of the material in Highway embankment, was bid on May 13th, 1940. The contractors started the work on August 14th, and by December 14th the job was 42% completed.

The contractors moved the 22" hydraulic dredge "Washington" to the job and started dredging on September 5th. The placing of the 1,169,131 cu. yds. in the highway embankment was completed on November 30th in 74 working days. The placing of the embankment material averaged 15,677 cu. yds. per 24-hour day, or an average of 653 cu. yds. per hour. The material was placed in lifts about 5 feet in height. The first two lifts were filled from pipe placed on trestling, and for the additional lifts the pipe was placed on the fill itself. A shovel equipped with a 2-yard dragline bucket constructed temporary dikes of the fill material for the placing of the top lifts, and no wooden bulkheads were required. Finishing the 3:1 slope was done with the dragline shovel, and the roadbed and 6:1 slopes were finished with a light cat and dozer.

When the 'D' section was completed on November 30th the dredge was moved to 'C' section, and until December 14th, the dredge excavated for the channel only, and the material was wasted. On December 15th the floating pipe line broke loose during a very high wind and scattered down the river. In addition to heavey damage to the pipe line, a tug boat sank and a tool barge was upset. The dredging operations were then shut down while the pipe line was reassembled and insurance losses were adjusted.

The cost of the work on Section 'C' of the project will probably be slightly higher than on the completed Section 'D' due to the lost time of the dredging equipment and to somewhat higher cost of trestles and preparatory work.

E. H. Clymer
Cost Analyst

By . . V. R. Jones

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RECEIVED
JAN 24 1941
FOR FILING

248-A-2

September 12, 1940

Mr. W. H. Lynch
District Engineer
Public Roads Administration
Post Office Box 3900
Portland, Oregon

Dear Sir:

In accord with the request contained in your letter of September 11, 1940, we are sending, under separate cover, three copies of contract for the Troutdale-Dodson Section, Projects Nos. FA 248-A (2), B (1), C (1) and D (1).

Very truly yours,

R. H. BALDOCK
Chief Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/GS

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION
DISTRICT ONE

MONTANA
OREGON
WASHINGTON

POST OFFICE BUILDING
PORTLAND, OREGON

September 11, 1940

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

Although we have copies of the other contracts on these projects, we still lack copies of contract 2320 covering the hydraulic embankment construction on Oregon FAP 248-A (2), 248-B (1), 248-C (1) and 248-D (1), the Troutdale-Dodson Section of the Columbia River Highway.

Will you please send us the customary copies as soon as possible in order that vouchers may be recommended for payment under the agreement.

Very truly yours,

W. H. LYNCH,
District Engineer

By LJCaufield
L. J. Caufield,
Sr. Highway Engineer

September 11, 1940

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

Although we have copies of the other contracts on these projects, we still lack copies of contract 2580 covering the hydraulic embankment construction on Oregon FAP 248-A (2), 248-B (1), 248-C (1) and 248-D (1), the Troutdale-Dodson Section of the Columbia River Highway.

Will you please send us the customary copies as soon as possible in order that vouchers may be recommended for payment under the agreement.

Very truly yours,

W. H. LYNCH,
District Engineer

By

L. J. Caufield,
Sr. Highway Engineer

RECEIVED
SEP 25 1940
FOR FILING

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION

248-A-2

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

POST OFFICE BUILDING
PORTLAND, OREGON

Stencil No. 124

IN YOUR REPLY PLEASE REFER TO FILE NO. Ore. FAP 248-A (3)
Corbett Station-Rooster Rock Sec.
Columbia River Highway

September 18, 1940

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

We are forwarding herewith, for your files, an executed copy of the ____________________ project agreement and certificate for the above numbered project.

Very truly yours,

W. H. LYNCH
District Engineer

By LJCaufield
L. J. Caufield
Sr. Highway Engineer

Encls.

Jon

/

wa4pr-7049

Form P. R. 2

State Oregon

Federal Aid Project No. 248-A(2)

PROJECT AGREEMENT

MEMORANDUM OF AGREEMENT made this 16th day of Aug, 1940

by and between The Oregon State Highway Commission, constituting

for the purpose hereof, the Highway Department of the State of Oregon hereinafter called the Highway Department, and the Federal Works Administrator, hereinafter called the Administrator, under and pursuant to the provisions of the act of Congress approved July 11, 1916 (39 Stat., 355), entitled "An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes," and of the act approved November 9, 1921 (42 Stat., 212), entitled "An Act to amend the Act entitled 'An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes,' approved July 11, 1916, as amended and supplemented, and for other purposes," and acts amendatory thereof or supplementary thereto:

Whereas the Highway Department of said State submitted on the 28th day of September, 1938, a project statement, which was approved on the 26th day of October, 1938, for the proposed construction of a project consisting of the road hereinafter described; and

Whereas the Highway Department, in accordance with the rules and regulations promulgated for the administration of the Federal Highway Act, has furnished surveys, plans, specifications, and estimates for Section A (2) of said project which were recommended for approval by the District Engineer of the Public Roads Administration on the 20th day of March 1940; and

Whereas the Administrator has certified to the Secretary of the Treasury his approval of said surveys, plans, specifications, and estimates, and the sum of five thousand, four hundred fifty- and 00/100 dollars ($5,450.00) as the share of the United States payable under said act on account of Section A (2) of said project, which does not exceed the authorized Federal pro rata share of the approved total estimated cost thereof:

Now, therefore, in consideration of the premises and of the several promises to be faithfully performed by each, as hereinafter set forth, the Highway Department and the Administrator do hereby mutually agree as follows:

10—11379

FUNDS AT THE DISPOSAL OF THE HIGHWAY DEPARTMENT

Article I. Funds for the use of the Highway Department in the construction of said project have been made available in the following manner, to wit:

(*a*) By the State Chap. 175, laws 1917; Chap. 31, laws 1920; (Include date and citation of

Chap. 529, laws 1939.

act of legislature by which authorized)

(*b*) From other sources

(State how placed under direct control of Highway Department)

ROAD EMBRACED IN PROJECT

Article II. This agreement covers the following highway as described in detail in said surveys, plans, and specifications:

Between survey station 802+40 in Lot 1, Sec. 26, T. 1 N., R. 4 E.,

W.M., and survey station 860+30 in Sec. 25, T. 1 N., R. 4 E.,

W.M.

, length 1.096 miles, in Multnomah County,

being Section A (2) of Oregon Federal Aid project No. 2,8, consisting of

1.096 miles of roadway and no bridges, [illegible] of more than 20 feet clear span,

~~of a mile in length.~~

CHARACTER AND METHOD OF CONSTRUCTION

ARTICLE III. The Highway Department will construct or cause to be constructed to final completion said project, in strict compliance with said plans and specifications, which are made a part hereof, under its direct supervision, which shall include adequate inspection throughout the course of construction, subject at all times to inspection and approval by the Administrator or his agents, and in accordance with the laws of said State, the rules and regulations of the Administrator, and the following conditions:

(*a*) It is agreed that the construction work on the project shall be performed by contract, unless the performance thereof by force account shall be approved by the Administrator or his authorized representatives. Such construction work as may be performed by force account shall be paid for on the basis of the units of work performed at the unit prices set forth in the estimate as approved by the Administrator, except that where the total actual cost is ascertained to be less than the estimate so approved the total Federal payments shall not exceed the Federal pro rata share of such total actual cost.

UNITED STATES PRO RATA SHARE OF THE COST OF SAID PROJECT

ARTICLE IV. The United States pro rata share of the value of the labor and materials which shall be actually put into the construction of Section A (2) of said project shall not in any event exceed the sum of five thousand, four hundred fifty and 00/100 dollars ($5,450.00), certified to the Secretary of the Treasury as above mentioned, which does not exceed the authorized Federal pro rata share of nine thousand, seventy-five and 00/100 dollars ($9,075.00), the approved total estimated cost of Section A (2) of said project.

PAYMENTS

ARTICLE V. As the construction of said project progresses, the Administrator shall from time to time draw warrants on the Secretary of the Treasury for the payment to The State Treasurer (Official or depository) hereby designated by the Highway Department for that purpose and authorized under the laws of said State to receive public funds of the State of Oregon (Name) of such sums as shall not, together with previous payments, exceed the United States pro rata share, as above specified, of the value, as determined by the Administrator after inspection and approval, of the labor and materials which have actually been put into said construction work in compliance with the requirements of Article III hereof.

The Administrator reserves the right to withhold such sum as he may deem necessary to insure completion of construction in compliance with said plans and specifications.

MAINTENANCE OF PROJECT

ARTICLE VI. The Highway Department will maintain said project in compliance with said acts of July 11, 1916, and November 9, 1921, out of funds which have been or will be made available therefor by said State in the manner herein set forth, to wit: (Include reference to statute authorizing funds and probable amount annually available)

Chap. 529, laws 1939.

The Highway Department will use every means within its power to insure proper and permanent maintenance of said project, and to that end will provide for the constant making of needed repairs to preserve a smooth-surfaced highway.

Showing of authority of the Highway Department to execute agreements will be found in the agreement for project No. 112.

In witness whereof the parties have hereunto affixed their signatures, the Highway Department on the day and year first above written and the Administrator on the ________ day of

AUG 27 1940, 19

OREGON STATE HIGHWAY COMMISSION
(Official title of Highway Department)

By Henry F. Cabell
Chairman, State Highway Commission
(Title of officer)

By
Member, State Highway Commission
(Title of officer)

By
Member, State Highway Commission
(Title of officer)

By
(Title of officer)

By
(Title of officer)

FEDERAL WORKS ADMINISTRATOR,

By
Acting Commissioner of Public Roads.

Form PR. 8—Revised

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION

CERTIFICATE OF APPROVAL OF PLANS, SPECIFICATIONS, AND ESTIMATES

(Under "An Act to provide that the United States shall aid the States in the construction of rural roads, and for other purposes," approved July 11, 1916, and acts amendatory thereof and supplementary thereto.)

To

THE SECRETARY OF THE TREASURY, AND

THE STATE HIGHWAY DEPARTMENT OF THE STATE OF Oregon

Pursuant to the acts above cited, I hereby certify—

FIRST. That in accordance with the provisions of said acts, I have approved the plans, specifications, and estimates submitted by the State Highway Department of the State of Oregon for the construction of a highway designated in the records of this Agency as Federal Aid Project No. 2[illegible]8-A(2) State of Oregon

SECOND. That in accordance with said provisions I have approved the sum of $ 9,075.00 as the total estimated cost of said project, and the sum of $ 5,450.00 as the share of the United States, payable under said acts on account of such project, which does not exceed the authorized Federal pro rata share of said total estimated cost.

Done at the city of Washington, this ______ day of AUG 27 1940 one thousand nine hundred and ______

FEDERAL WORKS ADMINISTRATOR,

By O'Leary
Acting Commissioner of Public Roads.

U. S. GOVERNMENT PRINTING OFFICE 10—10129

RECEIVED
SEP 25 1940
FOR FILING

248-A-2

GENERAL CONSTRUCTION COMPANY
GENERAL CONTRACTORS
503 HENRY BUILDING
PORTLAND, OREGON

September 11, 1940.

Troutdale-Dodson,
Embankment Construction
Contract 2320

Oregon State Highway Commission,
Salem, Oregon.

Gentlemen:

Attention - Mr. S. H. Probert
Office Engineer

Replying to your letter of August 30th and complying with your request, we are handing you herewith our invoices in triplicate in the amount of $440.95 together with two receipted copies each of invoices of W. F. Finn covering the bond and insurance premiums paid in connection with the Indemnity Agreement we have entered into with the Union Pacific Railroad Company and the Western Union Telegraph Company for the embankment construction work on the Troutdale-Dodson section of the Columbia River Highway.

We also enclose your copy of the Indemnity Agreement with the Railroad Company and the Telegraph Company.

Yours truly,

GENERAL CONSTRUCTION COMPANY

H.A. Dick

H. A. Dick

AL CONSTRUCTION COMPANY
GENERAL CONTRACTORS
503 HENRY BUILDING
PORTLAND, OREGON

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[illegible] 1940

248-A-2

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OCT 31 1940
FOR FILING

August 20, 1940

Mr. Baldock

I think that you had in mind asking the Comm. to approve this payment for liability insurance.

S. A. Probert

Commission

Attention: R. F. Baldock

e to your letter of July 10 asking that we as
form of indemnity agreement and give bond to
road and the Western Union Telegraph Company
000.00, to insure compliance with the provisions
greement with those companies in connection
son project.

We have secured the agreements from Mr. Sam Murray's office and they have been signed by our company officials and returned to the railroad and telegraph companies for their signatures. As explained to you when in Salem about two weeks ago, in addition to the bond asked for, we have had the United States Fidelity & Guaranty Company issue a contractual liability policy to protect us against the added liability we have assumed in these agreements. We therefore enclose our invoice to cover the bond premium of $200.00 and the contractual liability policy premium of $240.95, making a total of $440.95.

As soon as the fully executed copies of the agreement are returned to us by the railroad company, we will forward one copy to you for your file and record.

Yours truly

GENERAL CONSTRUCTION COMPANY

H. A. Dick

H. A. Dick
Vice President

HAD:R
encls.

NDA

GENERAL CONSTRUCTION COMPANY

GENERAL CONTRACTORS

503 HENRY BUILDING
PORTLAND, OREGON

CEIVED
AUG 21 1940
STATE HIGHWAY COMMISSION

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1 1940
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August 20, 1940

Oregon State Highway Commission
Salem, Oregon

Attention: R. H. Baldock

Gentlemen:

Reference is made to your letter of July 10 asking that we as Contractors, execute form of indemnity agreement and give bond to the Union Pacific Railroad and the Western Union Telegraph Company in the amount of $20,000.00, to insure compliance with the provisions of your encroachment agreement with those companies in connection with the Troutdale-Dodson project.

We have secured the agreements from Mr. Sam Murray's office and they have been signed by our company officials and returned to the railroad and telegraph companies for their signatures. As explained to you when in Salem about two weeks ago, in addition to the bond asked for, we have had the United States Fidelity & Guaranty Company issue a contractual liability policy to protect us against the added liability we have assumed in these agreements. We therefore enclose our invoice to cover the bond premium of $200.00 and the contractual liability policy premium of $240.95, making a total of $440.95.

As soon as the fully executed copies of the agreement are returned to us by the railroad company, we will forward one copy to you for your file and record.

Yours truly

GENERAL CONSTRUCTION COMPANY

H. A. Dick

H. A. Dick
Vice President

HAD:R
encls.

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RECEIVED
AUG 10 1940
FOR FILING

248-A-2

August 9, 1940

General Construction Co.
503 Henry Bldg.
Portland, Oregon

Attention: H. A. Dick

Gentlemen:

This is to advise that pay roll deductions for hospital fees are permissible under your contract for embankment construction work on the Troutdale-Dodson Section, in so far as contract regulations are concerned.

We do not wish to commit ourselves with reference to whether or not our State laws permit a contractor to make such deductions without first obtaining the consent of the employee, as there appears to be some difference of opinion on that point. The Highway Commission will not, however, question your right and authority to do so.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

SHP:ER

GENERAL CONSTRUCTION COMPANY
GENERAL CONTRACTORS
503 HENRY BUILDING
PORTLAND, OREGON

ECEIVED
– 1940
STATE HIG

August 8, 1940

Oregon State Highway Commission
Salem, Oregon

Attention: Mr. R. H. Baldock

Gentlemen:

Reference is made to our contract No. 2320 for embankment construction and culvert pipe installation, Troutdale-Dodson section, Columbia River Highway.

Will you please advise it if will be permissable for us to deduct hospital fees from our employees on the payroll.

We have in mind entering into a contract with The National Hospital Association, providing our contract will allow payroll deductions of this nature.

Yours truly

GENERAL CONSTRUCTION COMPANY

H. A. Dick

H. A. Dick
Vice President

HAD:R

RECEIVED
SEP 3 - 1940
FOR FILING

2-48-A-2

July 15, 1940

Troutdale-Dodson
Embankment-Construction

Mr. S. Murray
Resident Engineer
Union Pacific R. R. Co.
Portland, Oregon

Attention: Mr. Roberts

Dear Sir:

In accordance with your letter of July 9, we have asked the General Construction Company to get in touch with you relative to the indemnity agreement and bond required in connection with the dredged embankment construction between Troutdale and Dodson.

A copy of our contract and a copy of the plans are being sent under separate cover.

If we can be of further assistance, please advise.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

SHP:ER

cc to E. G. Smith
E. A. Collier

Form 8010
7-37-8,000

UNION PACIFIC RAILROAD COMPANY

OPERATING DEPARTMENT

S. MURRAY,
RESIDENT ENGINEER

PORTLAND, OREGON

RECEIVED
JUL 10 1940
OREGON
STATE HIGHWAY COMMISSION

July 9,1940

Mr.R.H.Baldock,
State Highway Engineer,
Salem,Oregon

Dear Sir: Attention Mr.[illegible].H.Probert

Referring to recent telephone conversation with Mr.Probert concerning the State's contract with General Construction Company for constructing highway embankments on relocated Columbia River Highway at four locations between Troutdale and Oneonta, with dredged material from the Columbia River:

We understand that the four locations are as follows:

1. From a point near [illegible] siding to Corbett.
2. Tunnel point to Onion Rock.
3. Bridal Veil to Wahkeena
4. Multnomah Falls to Oneonta Creek.

We have again studied the plans quite carefully, inspected the ground, discussed the proposed work with Mr. Collier and presented the matter to our principals, all with the result that we consider the amount of bond to be furnished by the Contractor in favor of the Union Pacific, OWR&N and Western Union Telegraph Company should not be less than $20,000.00; the Contractor should also execute our standard form of indemnity agreement. We consider this a very small bond considering the scope and character of the work in close proximity to our main track, where some disturbance of the railroad roadbed is almost sure to occur.

If therefore you can make satisfactory arrangements with the Contractor in line with the above and will furnish me copy of your specifications or contract with him showing date, description of the work, etc. we will as usual draft the agreement and bond.

It is our further understanding that such work will be started some time in August.

Will you please advise.

Yours very truly,

S [illegible]
HJR

CC Mr.E.A.Collier
Mr.R.F.Shields

July 10, 1940

General Construction Co.
5340 Iowa Avenue
Seattle, Washington

Gentlemen:

Under authority of an encroachment agreement which we have with the Union Pacific Railroad Company and the Western Union Telegraph Company, those companies have asked us to require your Company, as contractor on the Troutdale-Dodson Project, to execute their standard form of indemnity agreement and to give bond to them in the amount of $20,000 to insure compliance with the provisions of said agreement.

Your contract with the State does not require you to enter into such an agreement with the Railroad and Telegraph Companies, or to give bond to them, but we are hopeful that as a matter of cooperation you will consent to the taking of such action.

According to our understanding, the indemnity agreement referred to will not impose upon your Company any obligations or responsibilities which are not already imposed by your contract with the State, but, on that point, you will, of course, wish to assure yourself by a study of the agreement. The bond premium will be paid by the State.

In view of the situation above outlined, we would appreciate your contacting Mr. S. Murray, Resident Engineer for the Union Pacific Company at Portland, or his assistant, Mr. H. J. Roberts, to acquaint yourselves with the provisions of the proposed agreement, and your advising us in regard thereto.

Very truly yours,

R. H. Baldock
State Highway Engineer

RECEIVED
AU 20 1940

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION

248-A-2

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1
POST OFFICE BUILDING
PORTLAND, OREGON

(Stencil #28)

IN YOUR REPLY PLEASE
REFER TO FILE No. Oregon FAP 248-A (2)
Corbett Sta.-Rooster Rock Section
Columbia River Highway

July 2, 1940

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

We are forwarding herewith two copies of proposed project agreement for signature and return to this office.

Enclosed is an approved copy of the detail estimate, upon which the agreement was based, together with approved copy of specifications.

Very truly yours,

W. H. LYNCH
District Engineer

By L. Caufield
L. J. Caufield
Senior Highway Engineer

SUPPLEMENTAL BID FOR WORK TO BE DONE FOR OREGON STATE HIGHWAY COMMISSION:

INSTRUCTIONS TO BIDDERS

With his bid for the proposed channel dredging work, the bidder is requested to submit a supplemental bid for certain highway embankment construction work and pipe culvert installation work for the State Highway Commission of the State of Oregon, in which work it is proposed to have the successful bidder for the channel dredging work utilize some 2,100,000 (or more) cubic yards of the spoil from the channel dredging operations.

This supplemental bid shall be submitted with the understanding that it is subject to acceptance only if the bidder by whom the bid is submitted receives the award of the channel dredging contract; also, with the understanding that its acceptance or rejection is discretionary with the State Highway Commission of the State of Oregon, and that if the bid is accepted the contract for the work to which it applies will be entered into directly with the State of Oregon, by its State Highway Commission, and will be entirely separate and apart from the contract for the channel dredging work.

The contract to be entered into between the bidder and the State of Oregon shall be of the standard form regularly used by the State Highway Commission of the State of Oregon in the contracting of state highway construction, and shall include as an effective part thereof the General Provisions and Standard Specifications regularly included as a part of said standard form of contract. Said contract shall have included in it, also, the special provisions which are given hereinafter under the heading "Special Provisions for Highway Embankment Construction and Culvert Installation - Troutdale-Dodson Section of Columbia River Highway," which special provisions describe the work for which the supplemental bid is to be submitted and set-forth in the specifications in accordance with which that work is to be performed, if said supplemental bid is accepted.

To guarantee the faithful performance of the contract, the bidder shall, before commencing the work, furnish a surety bond, which surety bond must be the surety bond of an incorporated surety company licensed to transact business in the State of Oregon, and which bond must be in all respects satisfactory and acceptable to the State Highway Commission. The amount of the surety bond shall be the same as the amount of the contract.

Copies of standard form of contract referred to above, including the "General Provisions," the "Standard Specifications" and surety bond form also referred to above, may be obtained by application to the office of the Oregon State Highway Commission at Salem, Oregon.

EXAMINED AND RECOMMENDED FOR APPROVAL
DIST. OFFICE (DATE) MAR 20 1940
REG. HDQTRS. (DATE) JUN 28 1940

SUPPLEMENTAL BID FOR WORK TO BE DONE FOR OREGON STATE HIGHWAY COMMISSION

(This supplemental bid is submitted subject to the special conditions and limitations stated in the foregoing "Instructions to Bidders.")

Item No.	Item		Unit Price	Amount
1.	Highway Embankment in Place	2,600,000 cu. yds.		
	For - - - - - - - - - - - - - - - - -	per cu. yd.	$	$
2.	18-inch Corrugated Iron Culvert Pipe, Protected Invert	1,600 lin. ft.		
	For - - - - - - - - - - - - - - - - -	per lin. ft.	$	$
3.	24-inch Corrugated Iron Culvert Pipe, Protected Invert	4,400 lin. ft.		
	For - - - - - - - - - - - - - - - - -	per lin. ft.	$	$
4.	30-inch Corrugated Iron Culvert Pipe, Protected Invert	400 lin. ft.		
	For - - - - - - - - - - - - - - - - -	per lin. ft.	$	$
5.	Culvert Excavation	500 cu. yds.		
	For - - - - - - - - - - - - - - - - -	per cu. yd.	$	$

Total amount of bid $______________

SPECIAL PROVISIONS FOR HIGHWAY EMBANKMENT CONSTRUCTION

AND CULVERT PIPE INSTALLATION

TROUTDALE-DODSON SECTION OF COLUMBIA RIVER HIGHWAY

SECTION I. GENERAL PROVISIONS

1-01. Location. - The work to be done under these provisions is located on the south bank of the Columbia River, between Troutdale and Dodson. It is between the river and the Union Pacific railway tracks and is roughly parallel to both.

1-02. Work to be done. - (a) The work to be done consists of the furnishing of all plant, labor and materials, and the performing of all work required to place in highway embankments 2,100,000 or more cubic yards of spoil materials resulting from channel dredging operations which the contractor will perform under a channel dredging contract awarded to him by the U. S. War Department on or about April 15, 1940.
The work includes, also, the furnishing and installing of approximately 7,000 linear feet of pipe culverts to carry drainage water through the embankments.

(b) For purposes of acceptance, the embankments in which the dredged materials are to be placed are divided into sections as follows:

	Approximate Cubic Yards of Embankment
Section A - Highway Stations 615 to 731	1,075,000 to 1,075,000
Section B - Highway Stations 803 to 860	25,000 to 75,000
Section C - Highway Stations 1090 to 1196	400,000 to 650,000
Section D - Highway Stations 1246 to 1350	600,000 to 800,000
	2,100,000 to 2,600,000

1-03. Maps and plans. - The work shall conform to Drawings Nos. 1A-8-25 and 1A-8-26 marked "Proposed Embankment Construction, Troutdale-Dodson Section of Columbia River Highway, November, 1939," which drawings form a part of the specifications. Copies of the above mentioned drawings are filed in the United States Engineer Office at Bonneville, Oregon, and in the office of the Oregon State Highway Commission at Salem, Oregon.

1-04. Quantities. - The quantity of dredged materials to be placed in highway embankments is uncertain as it depends upon the quantity of materials that becomes available from the channel dredging operations. It appears probable that the total quantity will be greater than 2,100,000 cubic yards, but not greater than 2,600,000 cubic yards.

The quantities of culvert pipe and of the pay excavation involved in the installing of the culvert pipe are also uncertain due to uncertainty as to the limits between which new embankments may be constructed. A rough estimate of the quantities that may be required is as follows:

18-inch pipe	1,400 lin. ft.
24-inch pipe	4,150 lin. ft.
30-inch pipe	350 lin. ft.
Culvert excavation	450 cu. yds.

As a basis for the canvassing of bids and for determining the amount of the consideration of the contract, the following quantities will be used:

Highway Embankment in Place	2,600,000 cu. yds.
18-inch Corrugated Iron Culvert Pipe, Protected Invert	1,600 lin. ft.
24-inch Corrugated Iron Culvert Pipe, Protected Invert	4,400 lin. ft.
30-inch Corrugated Iron Culvert Pipe, Protected Invert	400 lin. ft.
Culvert Excavation	500 cu. yds.

The right is reserved to limit the quantities of embankment construction work to 2,600,000 cubic yards.

1-05. Time of completion. - The embankment construction work and culvert installation work shall be completed within the time limit prescribed by the Government for its channel dredging operations, plus any extension of time duly granted under that contract.

1-06. Payments. - Payments for work performed will be made by the Oregon State Highway Commission at the times and in the manner specified in Section 6 of the Oregon State Highway Commission's standard contract form for state highway construction.

SECTION II. CONDUCT OF WORK

2-01. Limitation on performance of work. - The materials to be placed between Station 1246 and Station 1350, shall not be placed until the "rock toe embankments" which are to be constructed on that portion of the project by another contractor are in place and ready to have the dredged embankment materials placed back of them. In case the rock toe embankments are not in place when the contractor is ready to place the dredged materials back of them, the contractor, if he so desires, will be relieved of his obligation to place materials on that portion of the project.

SECTION III. SUPERVISION

3-01. Direction of work. - The work to be done under the contract shall be done under the supervision and direction of the State Highway Engineer of the State of Oregon, as specified in Section 3 of the Oregon State Highway Commission's standard contract form for state highway construction.

SECTION IV. TECHNICAL PROVISIONS APPLICABLE TO EMBANKMENT CONSTRUCTION AND CULVERT INSTALLATION

4-01. Materials. - The materials to be placed in the highway embankments are to be sand and other materials from the channel dredging operations which are to be performed under a separate contract.

4-02. Extent of embankment construction. - The contractor will be required to construct embankment only to the extent that materials for the construction are obtainable from channel dredging operations performed by him within 7,000 feet of the embankment.

The contractor will be required to complete in its entirety all highway embankment required within the limits of Section A, unless it developes that channel dredging materials available within 7,000 feet of Section A are insufficient to complete the embankment, in which event the contractor shall place on Section A all channel dredging materials available within 7,000 feet of the section.

On Sections B and C, the quantities to be placed shall not be less than the minimum quantities indicated on Drawing No. 1A-8-25.

On Section D, the quantity to be placed shall not be less than the minimum quantity indicated on Drawing No. 1A-8-25, unless the contractor is relieved of his obligation to place materials on that section as specified in foregoing provision 2-01.

4-03. Embankment to be constructed to grade. - All embankment constructed shall be completed to full specified grade and cross-section.

In those sections of embankment (see clause 1-02-b for section limits), for which obtainable materials are insufficient to entirely complete the embankment, the embankment construction shall commence at one end of the section and shall extend as far toward the other end as the obtainable quantities of materials will permit. As far as the embankment extends within the section, it shall be completed to specific grade and cross-section.

4-04. Bulkheads. - Bulkheads required to stop and confine the dredged materials and to enable the construction of the embankments to the cross-sections shown on the plans shall be furnished and placed by the contractor. After the embankments are completed, the bulkheads shall be removed and all bulkhead material burned or otherwise disposed of in an acceptable manner.

4-05. Shaping and finishing. - After the depositing of the dredged materials is completed, the embankments shall be shaped to specified grade and cross-section by means of bulldozers, blade graders and other suitable equipment. All slopes shall be smoothed and made free of noticeable irregularities. The tops of the embankments shall be finished to exact grade and to smooth surface. All portions of embankments not filled to specified cross-section shall be filled to that cross-section.

Limited quantities of excess materials may be left on the slopes provided they are distributed and smoothed so as not to be noticeable.

4-06. Clearing and grubbing. - As a part of the earthwork, the contractor shall perform, without separate or additional compensation, such clearing and grubbing work as may be required in connection with the installing of pipe culverts. No other clearing and grubbing work will be required.

4-07. Embankment at box culvert. - In the placing of embankment materials around the new concrete box culvert which is in place at Station 828, the contractor shall use such means and shall take such precautions as are necessary to avoid injury to the culvert.

In no case shall the embankment on one side of the culvert be built-up more than two feet above the level to which the embankment on the other side of the culvert has been built.

In the event of injury to the culvert, the contractor shall compensate the State Highway Commission for whatever amount it may expend in restoring the culvert to condition satisfactory to the Commission.

4-08. Pay quantities of embankment. - Pay quantities of "Highway Embankment in Place" shall be limited to quantities of embankment in place within the neat lines of specified cross-sections and above the ground elevations existing at the time construction cross-sections are taken, as those quantities are determined by cross-section measurement of the completed embankments. The pay quantities will not include additional quantities required due to subsidence and settlement of the original ground, to settlement of materials within the embankments, or to shrinkage, settlement, washout, slippage or loss, regardless of cause.

Pay quantities will not include quantities placed above or outside of the neat lines of the specified cross-sections, except quantities so placed in compliance with specific order from the engineer accompanied by specific advice that the quantities will be considered pay quantities.

4-09. Pipe culverts. - (a) The culvert pipe to be used in the construction of the pipe culverts called for by the plans (Drawing No. 1A-8-26) shall be corrugated iron culvert pipe with asphalt coating and protected invert. It shall conform in all respects with the State Highway Commission's standard specifications for pipe of that kind as given in Section 52 of the Oregon State Highway Commission's standard contract form for state highway construction.

(b) Only those of the pipe culverts which are within areas on which the contractor constructs embankment are to be installed.

(c) Each culvert shall be installed to the grades and elevations ordered by the engineer and the contractor shall make all and whatever excavations may be necessary to make that possible. The contractor shall, also, do such placing of embankment materials prior to the placing of the culverts as may be necessary to provide support for the culverts at required grade. Culverts through embankments which are retained by "rock toe embankments," will be placed so that the outlet ends of the culverts will be above the top of the rock toe embankment. No excavation into the rock toe embankments will be required. Some of the culverts will require excavation into the existing ground, the total amount of such excavation being estimated at 450 cubic yards.

(d) Filling around and under the culverts shall be done in a manner which will insure uniform bedding and the maximum of freedom from settlement. It shall, also, be so done that there is no crowding of the pipe from established line and grade.

4-10. Payment. - Pay quantities of embankment as hereinbefore defined will be paid for at the price bid per cubic yard for the item "Highway Embankment in Place," it being understood that a cubic yard is a cubic yard as measured in the completed embankment.

Culvert pipe installed will be paid for at the respective prices bid for the respective sizes of "Corrugated Iron Culvert Pipe, Protected Invert," it being understood that all pipe is to have the standard asphalt coating and protected invert.

Such portion of the excavation made for pipe culverts as is made in the original ground (below the surface of the ground before any embankment materials are placed upon it) will be paid for at the price bid per cubic yard for the item "Culvert Excavation." This price shall apply regardless of the nature or condition of the materials excavated.

The prices bid for the corrugated iron pipe items shall be understood to include compensation for all clearing and grubbing work and for all excavating work in materials placed by the contractor (materials above the surface of the original ground). The prices bid for the corrugated iron pipe items shall be understood to include compensation, also, for the furnishing and installing of all required coupling bands or collars.

Payment as above indicated shall be understood to comprise full and complete payment for all materials and all work required to construct embankments and install pipe culverts in accordance with the foregoing specifications, including the portion of the cost of moving the dredged materials from their position in the river bed to the place of their deposit in the highway embankment, which represents cost in addition to that which would have been involved had the dredged materials not been used in highway embankment construction work.

Payment for the dredging of the materials used in the construction of the embankment and for the part of the transportation of those materials which would have been required had the materials been wasted, shall be understood to be included in the payments to be received by the contractor from the U. S. War Department under the channel dredging contract hereinbefore mentioned.

4-11. Acceptance. - As soon as practicable after the completion of a section of highway embankment (see clause 1-02-b hereof), the section will be measured and checked for conformance with specified grades and cross-sections. If deficiencies or objectionable deviations in the work are found, the contractor will be required to correct them. Required additional measurements shall then be made and the work accepted.

The contractor will not be held responsible for settlements, washouts and erosion occuring after measurement and acceptance of the work as above specified.

RECEIVED
JUN 10 1940
FOR FILING

218-A-2

June 10, 1940

General Construction Company
3840 Iowa Avenue
Seattle, Washington

Gentlemen:

We are forwarding to you today, by express, a fully executed copy of contract No. 2320 for embankment construction and culvert pipe installation on the Troutdale-Dodson Section of the Columbia River Highway, in Multnomah County. This is for your records and files.

Very truly yours,

STATE HIGHWAY COMMISSION

By

Secretary

DD:AM

NOTE:

No bid bond filed in this office - bids taken by U. S. Army Engineers.

MC:AM

RECEIVED
JUN 10 1940
FOR FILING

248-A-2

June 10, 1940

United States Fidelity & Guaranty Co.
McCollister & Campbell, Inc.
300 Central Building
Seattle, Washington

Gentlemen:

We are forwarding to you today, by express, a fully executed copy of Contract No. 2320 which was awarded to the General Construction Company on May 13, 1940, for embankment construction and culvert pipe installation on the Troutdale-Dodson Section of the Columbia River Highway, in Multnomah County.

This is being forwarded to you inasmuch as you appear surety on the bond furnished by the contractor and is for your records and files.

Very truly yours,

STATE HIGHWAY COMMISSION

By

Secretary

DD:AM

NOTE:
No bid bond filed in this office - bids taken by U. S. Army Engineers.

MC:AM

FORM No. 1
WAR DEPARTMENT
OFFICE OF THE DISTRICT ENGINEER
BONNEVILLE, OREGON

ADDRESS REPLY TO
THE DISTRICT ENGINEER
U. S. ENGINEER OFFICE
BONNEVILLE, OREGON
REFER TO FILE No. ....

24-H-

RECEIVED
JUN 5 - 1940

June 3, 1940.

R. H. Baldock,
State Highway Engineer,
Oregon State Highway Commission,
Salem, Oregon.

Dear Sir:

Referring to your letter of May 28th and that of General Construction Company of the same date, in connection with your contract for embankment construction between Troutdale and Dodson and the Government's contract for dredging and disposal, you are advised that your understanding as to division of jurisdiction on the work is approved. The jurisdiction of your department will extend to the shore crews and that of this department to all other labor.

Yours very truly,

R. H. Elliott,
Major, Corps of Engineers,
District Engineer.

REFERRED TO
S H Probert
By Asst. State Highway Engineer

May 28, 1940

Major R. E. Elliott
U. S. Engineer Office
Bonneville, Oregon

Dear Sir:

Please note the enclosed copies of correspondence with the General Construction Company with reference to its contract with the State Highway Commission for embankment construction between Troutdale and Dodson.

In our letter to the General Construction Company under date of May 28, we have agreed to consider that jurisdiction of the Highway Department contract extends to, but not beyond, the shore crews, and that jurisdiction of the War Department contract extends over all other labor. If this division of jurisdiction over labor does not meet with your approval, we would appreciate your so advising us at once.

Very truly yours,

R. H. Baldock
State Highway Engineer

Encl.

cc Mr. W. H. Lynch
General Construction Company

May 28, 1940

Mr. W. H. Lynch
District Engineer
Public Roads Administration
Post Office Box 3900
Portland, Oregon

Dear Sir:

Please note the enclosed copies of correspondence with the General Construction Company relative to a matter of jurisdiction under the contract for embankment construction work on the Troutdale-Dodson Section (Project FA 248-A, B, C and D).

The matters referred to have been discussed with you to some extent, and the understanding as we have stated it in our letter to the General Construction Company under date of May 28 is, we think, in accordance with the discussion. If the understanding as stated does not meet with your approval, please advise at once.

Very truly yours,

R. H. Baldock
State Highway Engineer

Encl.

May 28, 1940

General Construction Company
503 Henry Building
Portland, Oregon

Attention: Mr. H. A. Dick

Gentlemen:

We refer to your letter of May 23, concerning your contracts for dredging and embankment construction work between Troutdale and Dodson.

In so far as the enforcement of the labor provisions of our contract are concerned, it will be acceptable to us to consider that, of the labor employed in the combined project, the shore crews are under the jurisdiction of the Highway Department contract, and all other labor is under the jurisdiction of the War Department contract. Our agreement to this is conditioned, of course, upon the same division of jurisdiction being agreed to by the District Engineer of the U. S. Engineer Office.

With reference to the division of labor as a basis for determining industrial accident insurance premiums payable to the State Industrial Accident Commission, we can give no assurance that the same division will apply. We have discussed the matter with officials of the Accident Commission and they have indicated that a representative of the Commission will call at your Portland office to discuss the matter with you. Whatever arrangement you work out with the Accident Commission, in this respect, will be acceptable to us.

Very truly yours,

R. H. Baldock
State Highway Engineer

cc Major R. H. Elliott
[redacted]neville

Mr. W. H. Lynch

2 copies

GENERAL CONSTRUCTION COMPANY

GENERAL CONTRACTORS

503 HENRY BUILDING
PORTLAND, OREGON

May 23, 1940.

Oregon State Highway Commission,
Salem, Oregon.

Attention - Mr. R. H. Baldock

Gentlemen:

Referring to contract for embankment construction and culvert pipe installation on the Troutdale - Dodson Section of the Columbia River Highway, Multnomah County - Contract No. 2320.

In order that there will be no misunderstanding, it is our interpretation that the employees under the jurisdiction of the above named contract shall be the shore crews only.

Yours truly,

GENERAL CONSTRUCTION COMPANY
H. A. Dick
H. A. Dick

STATE INDUSTRIAL ACCIDENT COMMISSION
WORKMEN'S COMPENSATION LAW
SALEM, OREGON

L. O. ARENS, CHAIRMAN
T. MORRIS DUNNE
C. M. RYNERSON
COMMISSIONERS

ADDRESS ALL COMMUNICATIONS
TO THE COMMISSION AND
IN REPLY REFER TO

June 6, 1940

J. M. Johnson: 24845

Oregon State Highway Commission
Salem
Oregon

Gentlemen: Attention: Mr. Probert

Our field supervisor has contacted Mr. H. A . Dick, assistant secretary of the General Construction Company, in regard to the division of payroll on the Troutdale-Dodson section of the Columbia River Highway, and reports that an understanding has been reached under the terms of which the company will contribute to the industrial accident fund on the wages of its men earned on shore.

This means that the wages of a pipe-line crew will be split and that only that part earned on land will be subject to the state law, the remainder being considered maritime.

The company will contribute on this part of its operations at the dredge rate, which is $5.30 and on the leveling operation which will follow after the embankment has settled, at the road construction rate of $5.00.

Very truly yours,

STATE INDUSTRIAL ACCIDENT COMMISSION

L R White

L. R. WHITE
Assistant Commissioner

JMJ:RH

GENERAL CONSTRUCTION COMPANY

GENERAL CONTRACTORS

503 HENRY BUILDING
PORTLAND, OREGON

248-a-2

May 24, 1940.

Oregon State Highway Commission,
Salem, Oregon.

Attention - Mr. H. B. Glaisyer

Gentlemen:

Receipt is acknowledged of your letter of May 14th together with four copies of contract No. 2320 covering embankment construction and culvert pipe installation on the Troutdale - Dodson Section of the Columbia River Highway in Multnomah County. All four copies have been executed both as to Agreement and Bond and we return them herewith.

Trusting you will find them all in order, we are

Yours truly,

GENERAL CONSTRUCTION COMPANY

H. A. Dick

H. A. Dick

Jim –

Recd 5/24/40

from Mr Dick in person

RECEIVED
JUL 17 1940
FOR FI...

248-A-2

May 21, 1940

Mr. W. E. Lynch
District Engineer
Public Roads Administration
Post Office Box 3900
Portland, Oregon

Dear Sir:

Herewith are enclosed seven copies of estimate as basis for project agreement for the Corbett Station-Rooster Rock Section, Project No. FA 248-A (2).

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/BS

Encl.

Oregon State Highway Department Federal Aid Project No. 248-A (2)

CORBETT STATION-ROOSTER ROCK SECTION
OF THE COLUMBIA RIVER HIGHWAY IN MULTNOMAH COUNTY

(Estimate as basis for project agreement. Based on low bid prices.)

Salem, Oregon, May 15, 1940

Hydraulic Embankment (Sta. 802+40 to 860+30)
(Contract No. 2520)

75,000 cu. yds.	Hydraulic Embankment	$ .11	$ 8,250.00
	Subtotal		$ 8,250.00
	10% Engr. & Cont.		825.00
	Total		$ 9,075.00

Length 1.096 miles
Cost per mile $ 8,280.10

Federal Aid Funds- -	$ 5,450.00
State Funds- -	3,625.00
	$ 9,075.00

State Funds for Construction: Chap. 175, laws 1917; Chap. 31, laws 1920;
Chap. 529, laws 1939
State Funds for Maintenance: Chap. 529, laws 1939

RECEIVED
MAY 16
FOR FILE

248-A-2

May 14, 1940

Captain R. E. M. Des Islets
Executive Assistant
Corps of Engineers
Bonneville, Oregon

Dear Sir:

Now that the procedure for the contracting of the disposal of the dredged material from the Bonneville ship channel into the highway embankment has been completed, permit me to thank you for the kindness and courtesy which you evidenced and which has made possible this cooperative arrangement between the two governmental agencies.

Very truly yours,

R. H. Baldock
State Highway Engineer

RHB:HI

FORM No. 1
WAR DEPARTMENT
OFFICE OF THE DISTRICT ENGINEER
BONNEVILLE, OREGON

ADDRESS REPLY TO
THE DISTRICT ENGINEER

U.S. ENGINEER OFFICE
BONNEVILLE, OREGON

REFER TO FILE No. ....

RECEIVED
MAY 14 19[illegible]
STATE HIGHWAY COMMISSION

May 11, 1940

REFERRED TO
By Asst. State Highway Engineer

Mr. R. H. Baldock,
State Highway Engineer,
Oregon State Highway Commission,
Salem, Oregon.

Dear Sir:

In accordance with letter dated this office April 10, 1940, relative to approval of contract between the Government and General Construction Company for dredging in Columbia River between Camas, Washington, and Dodson, Oregon, you are advised the contract and bond have been approved, and notice to proceed will be issued when the stage of the river has dropped to the point where operations may be commenced.

For the District Engineer:

Yours very truly,

R. E. M. Des Islets,
Captain, Corps of Engineers,
Executive Assistant.

RECEIVED

May 14, 1940

GENERAL CONSTRUCTION COMPANY
3840 Iowa Avenue
Seattle, Washington

Gentlemen:

We are sending you today by express four copies of Contract No. 2320 which was awarded to you on May 13, 1940, by the State Highway Commission covering the embankment construction and culvert pipe installation on the Troutdale-Dodson Section of the Columbia River Highway, in Multnomah County.

Will you please execute all four copies of this contract as to agreement and bond and return them to this office for approval by the State Highway Commission. When this has been done a fully executed copy will be returned to you for your records and files. We will also send an executed copy to the surety on your bond.

Your special attention is called to the paragraph under Section 5 (page 14) of the printed General Provisions, relating to the Workmen's Compensation Act. You are expected to accept the terms of this Act and to carry on your work under this contract in strict conformance thereto.

Your attention is also called to the mimeographed page immediately preceding the colored pages, relating to payment by the contractor of amounts due hospital associations, et cetera.

Very truly yours,

STATE HIGHWAY COMMISSION
By

Secretary

JM:MEL

248-A-2

Postal Telegraph

THE INTERNATIONAL SYSTEM

Commercial Cables · All America Cables · Mackay Radio

TELEGRAMS · CABLEGRAMS · RADIOGRAMS

RECEIVED AT

STANDARD TIME INDICATED ON THIS MESSAGE

This is a full rate Telegram, Cablegram or Radiogram unless otherwise indicated by signal in the check or in the address.

DL	DAY LETTER
NL	NIGHT LETTER
NM	NIGHT MESSAGE
LCO	DEFERRED CABLE
NLT	NIGHT CABLE LETTER
	RADIOGRAM

Form 16 Dbl 16 R AR 39 GOVT SER

NX PORTLAND OGN MAY 14TH 1940 9.59 AM

R H BALDOCK
STATE HIGHWAY DEPT ENGR
SALEM OGN

REURTEL WE CONCUR IN AWARD AS OF MAY THIRTEENTH FOR OREGON FEDERAL AID PROJECTS 238-A (2) , 248-B (1) , 248-C (1) AND 248-D (1) DREDGE EMBANKMENT BETWEEN TROUTDALE AND DODSON TO GENERAL ~~CONSTRUCTION~~ CONSTRUCTION COMPANY, LOW BIDDER.

LYNCH.
1038 A

Telephone Your Telegrams to Postal Telegraph

MR. W. R. LYNCH
DISTRICT ENGINEER
PUBLIC ROADS ADMINISTRATION
P. O. BOX [illegible]
PORTLAND, OREGON

DESIRE AWARD CONTRACT TODAY FOR DREDGE EMBANKMENT CONSTRUCTION WORK BETWEEN TROUTDALE AND DODSON TO GENERAL CONSTRUCTION COMPANY OF PORTLAND MAY WE HAVE YOUR CONCURRENCE

R. H. BALDOCK

Charge to the account of ______ $ ______

CLASS OF SERVICE DESIRED			
DOMESTIC	☒	CABLE	
TELEGRAM		ORDINARY	
DAY LETTER		URGENT RATE	
SERIAL		DEFERRED	
NIGHT LETTER		NIGHT LETTER	
SPECIAL SERVICE		SHIP RADIOGRAM	

Patrons should check class of service desired, otherwise the message will be transmitted as a telegram or ordinary cablegram.

WESTERN UNION

1217-B

R. B. WHITE
PRESIDENT

NEWCOMB CARLTON
CHAIRMAN OF THE BOARD

J. C. WILLEVER
FIRST VICE-PRESIDENT

CHECK
ACCOUNTING INFORMATION
TIME FILED

Send the following message, subject to the terms on back hereof, which are hereby agreed to

SALEM, OREGON
MAY 13, 1940

MR. W. H. LYNCH
DISTRICT ENGINEER
PUBLIC ROADS ADMINISTRATION
P. O. BOX 3900
PORTLAND, OREGON

DESIRE AWARD CONTRACT TODAY FOR BRIDGE EMBANKMENT CONSTRUCTION WORK BETWEEN TROUTDALE AND DODSON TO GENERAL CONSTRUCTION COMPANY OF PORTLAND MAY WE HAVE YOUR CONCURRENCE

R. H. BALDOCK

RECEIVED
SEP 3 - 1940
FOR FILING

CLASS OF SERVICE
This is a full-rate Telegram or Cablegram unless its deferred character is indicated by a suitable symbol above or preceding the address.

WESTERN UNION

1201

591

R. B. WHITE
PRESIDENT

NEWCOMB CARLTON
CHAIRMAN OF THE BOARD

J. C. WILLEVER
FIRST VICE-PRESIDENT

SYMBOLS
- DL = Day Letter
- NL = Night Letter
- LC = Deferred Cable
- NLT = Cable Night Letter
- Ship Radiogram

The filing time shown in the date line on telegrams and day letters is STANDARD TIME at point of origin. Time of receipt is STANDARD TIME at point of destination

PRH98 17 GOVT=BONNEVILLE ORG 13 130P

MAY 13 PM 2 11

S H PROBERT=
OREGON STATE HIGHWAY COMMISSION

PER TELEPHONE REQUEST YOU ARE ADVISED THAT CONTRACT AND BOND GENERAL CONSTRUCTION COMPANY DREDGING HAS BEEN APPROVED=

=DISTRICT ENGINEER.

THE COMPANY WILL APPRECIATE SUGGESTIONS FROM ITS PATRONS CONCERNING ITS SERVICE

RECEIVED
SEP 3 - 1940
FOR FILING

WESTERN UNION

CLASS OF SERVICE
This is a full-rate Telegram or Cablegram unless its deferred character is indicated by a suitable symbol above or preceding the address.

1201

591

SYMBOLS
DL=Day Letter
NL=Night Letter
LC=Deferred Cable
NLT=Cable Night Letter
Ship Radiogram

R. B. WHITE, PRESIDENT · NEWCOMB CARLTON, CHAIRMAN OF THE BOARD · J. C. WILLEVER, FIRST VICE-PRESIDENT

The filing time shown in the date line on telegrams and day letters is STANDARD TIME at point of origin. Time of receipt is STANDARD TIME at point of destination

PRH98 17 GOVT=BONNEVILLE ORG 13 130P

MAY 13 PM 2 11

S H PROBERT=

OREGON STATE HIGHWAY COMMISSION

PER TELEPHONE REQUEST YOU ARE ADVISED THAT CONTRACT AND BOND GENERAL CONSTRUCTION COMPANY DREDGING HAS BEEN APPROVED=

:DISTRICT ENGINEER.

THE COMPANY WILL APPRECIATE SUGGESTIONS FROM ITS PATRONS CONCERNING ITS SERVICE

Charge to the account of ______________________ $ ________

CLASS OF SERVICE DESIRED			
DOMESTIC		CABLE	
TELEGRAM		ORDINARY	
DAY LETTER		URGENT RATE	
SERIAL		DEFERRED	
NIGHT LETTER		NIGHT LETTER	
SPECIAL SERVICE		SHIP RADIOGRAM	

Patrons should check class of service desired, otherwise the message will be transmitted as a telegram or ordinary cablegram.

WESTERN UNION

1206-B

R. B. WHITE
PRESIDENT

NEWCOMB CARLTON
CHAIRMAN OF THE BOARD

J. C. WILLEVER
FIRST VICE-PRESIDENT

CHECK
ACCOUNTING INFORMATION
TIME FILED

Send the following message, subject to the terms on back hereof, which are hereby agreed to

BONNEVILLE OREGON
MAY 13 1940

RECEIVED
FOR FILING

S H PROBERT
OREGON STATE HIGHWAY COMMISSION
SALEM OREGON

PER TELEPHONE REQUEST YOU ARE ADVISED THAT CONTRACT AND BOND GENERAL CONSTRUCTION COMPANY DREDGING HAS BEEN APPROVED

DISTRICT ENGINEER

Official Business-Government Rate
Charge U. S. Engineer Office,
Bonneville, Oregon.

RECEIVED
JUL 13 1940
FOR FILING

3/1 9-2

Confirm award of contract for dredge embankment on upper Col. Riv. Hwy between Troutdale & Dodson to General Const Co. - Low bidder bids taken April 5th awarded May 13, '40

M

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
HURON W. CLOUGH, CANYONVILLE
H. B. GLAISYER, SECRETARY

RECEIVED
JUL 11 1940
FOR FILING

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM
C. B. McCULLOUGH
ASSISTANT STATE HIGHWAY ENGINEER
SALEM
J. M. DEVERS
ATTORNEY
SALEM

OREGON STATE HIGHWAY COMMISSION

SALEM

218-39

April 11, 1940

NOTED
State Highway Engineer

REFER TO FILE NO.
IN REPLY PLEASE

Mr. W. H. Lynch
District Engineer
Public Roads Administration
P. O. Box 3900
Portland, Oregon

Dear Sir:

For your use when you are called upon to concur in the award of contract for embankment construction on the Troutdale-Dodson Section, FA 248-A, B, C and D, we are providing the following comparative cost information:

1. Estimated Cost under bid of General Construction Co., using spoil from channel dredging operations:

(a) Bid of General Construction Co.:

Embankment Construction	2,600,000 cu. yds. at $.11		$286,000
Culvert Construction			28,550

(b) Estimate of riprap required in future contracts:

Riprap, Unit A	66,000 cu. yds.	at	.75	49,500
" " B	10,000	"	.65	6,500
" " C	20,000	"	.75	15,000
" " D	15,000	"	.70	10,500
				$396,050

2. Estimated cost using dredged borrow:

Dredging and Emb. Constr. 2,600,000 cu. yds. at $.14	$364,000
Culvert Construction (Same as above)	28,550
Riprap (Same as above)	81,500
	$474,050

Mr. W. H. Lynch - 2.

April 11, 1940

Estimated cost using borrow from dry pits where available and dredged borrow where material from dry pits is not available:

664	230,000	cu.	yds.	Common	at $	.35	$ 80,500
[illegible]	[illegible],000	"	"	Rock*	"	.80	412,000
830 - [illegible]	25,000	"	"	Rock*	"	.50	12,500
[illegible] 1196	600,000	"	"	Dredged M.	"	.14	84,000
" 1246 - 1350	450,000	"	"	Rock*	"	.30	135,000
" 1246 - 1350	300,000	"	"	Dredged M.	"	.14	42,000
							$766,000

*Rock borrow used for reason that [illegible] [dr]y pits is beyond consideration. They indicate, also, that a very material saving can be effected by accepting the bid of the General [illegible] to contracting for dredged borrow. The sav[illegible] greater than indicated, as the recent bidding on [illegible] to the belief that dredged borrow will [illegible] per yard.

The [illegible] submitted to you on December 19th wer[illegible] be[illegible]lieves [illegible] estimates did not make adequate [illegible] for such items as reduced dredge output when pumping to the higher elevations [illegible] cost of bulkheading. [illegible] is probably [illegible] estimate f[illegible] cost of [illegible] construction [illegible] was the [illegible] in the estimate of December 19th. Which [illegible] prices is [illegible] correct is not important in this case, however, the item upon which [illegible] with reference to the awarding of the contract must be based is the item of saving.

[illegible] the General Construction Co. on the basis of the bid [illegible] should effect a saving of at least $78,000 and possibly nearer $[illegible] over any other possible award or plan for the performance [illegible] the General [illegible]

Your concurrence in the award of the contract as above indicated will be requested as soon as the War Department's award of it [illegible]

3. Estimated cost using borrow from dry pits where available and dredged borrow where material from dry pits is not available:

Sta.	615 - 654	230,000	cu. yds.	Common	at $	.35	$ 80,500
"	654 - 731	515,000	" "	Rock*	"	.80	412,000
"	803 - 830	25,000	" "	Rock*	"	.50	12,500
"	1090 - 1196	600,000	" "	Dredged M.	"	.14	84,000
"	1246 - 1350	450,000	" "	Rock*	"	.30	135,000
"	1246 - 1350	300,000	" "	Dredged M.	"	.14	42,000
							$766,000

*Rock borrow used for reason that no common borrow is available.

The above estimates indicate conclusively that the use of borrow from dry pits is beyond consideration. They indicate, also, that a very material saving can be effected by accepting the bid of the General Construction Co. in preference to contracting for dredged borrow. The saving would probably be greater than indicated, as the recent bidding on channel dredging work leads to the belief that dredged borrow will cost more than 14 cents per yard.

The estimates of cost which we submitted to you on December 12th were based on information which we believed to be reliable. We believe now, however, that those estimates did not make adequate allowance for such items as reduced dredge output when pumping to the higher elevations in the embankment, loss of materials, and extra cost of bulkheading. About nine cents is probably a more reasonable estimate for the cost of the embankment construction work than was the six cents used in the estimate of December 12th. Which of the prices is the nearer correct is not important in this case, however, as the item upon which judgment with reference to the awarding of the contract must be based is the item of saving.

An award to the General Construction Co. on the basis of the bid submitted by it should effect a saving of at least $78,000 and possibly nearer $100,000 over any other possible award or plan for the performance of the work. It is our opinion, therefore, that the bid of the General Construction Co. should be accepted.

Your concurrence in the award of the contract as above indicated will be requested as soon as the War Department's award of its channel dredging contract to the General Construction Co. is approved by the proper federal officials in Washington, D. C.

Very truly yours,

R. H. Baldock
State Highway Engineer

NOTED
State Highway Engineer

SUPPLEMENTAL BID FOR WORK TO BE DONE FOR OREGON STATE HIGHWAY COMMISSION:

INSTRUCTIONS TO BIDDERS

With his bid for the proposed channel dredging work, the bidder is requested to submit a supplemental bid for certain highway embankment construction work and pipe culvert installation work for the State Highway Commission of the State of Oregon, in which work it is proposed to have the successful bidder for the channel dredging work utilize some 2,100,000 (or more) cubic yards of the spoil from the channel dredging operations.

This supplemental bid shall be submitted with the understanding that it is subject to acceptance only if the bidder by whom the bid is submitted receives the award of the channel dredging contract; also, with the understanding that its acceptance or rejection is discretionary with the State Highway Commission of the State of Oregon, and that if the bid is accepted the contract for the work to which it applies will be entered into directly with the State of Oregon, by its State Highway Commission, and will be entirely separate and apart from the contract for the channel dredging work.

The contract to be entered into between the bidder and the State of Oregon shall be of the standard form regularly used by the State Highway Commission of the State of Oregon in the contracting of state highway construction, and shall include as an effective part thereof the General Provisions and Standard Specifications regularly included as a part of said standard form of contract. Said contract shall have included in it, also, the special provisions which are given hereinafter under the heading "Special Provisions for Highway Embankment Construction and Culvert Installation - Troutdale-Dodson Section of Columbia River Highway," which special provisions describe the work for which the supplemental bid is to be submitted and set-forth [illegible] the specifications in accordance with which that work is to be performed, if said supplemental bid is accepted.

To guarantee the faithful performance of the contract, the bidder shall, before commencing the work, furnish a surety bond, which surety bond must be the surety bond of an incorporated surety company licensed to transact business in the State of Oregon, and which bond must be in all respects satisfactory and acceptable to the State Highway Commission. The amount of the surety bond shall be the same as the amount of the contract.

Copies of standard form of contract referred to above, including the "General Provisions," the "Standard Specifications" and surety bond form also referred to above, may be obtained by application to the office of the Oregon State Highway Commission at Salem, Oregon.

SUPPLEMENTAL BID FOR WORK TO BE DONE FOR OREGON STATE HIGHWAY COMMISSION

(This supplemental bid is submitted subject to the special conditions and limitations stated in the foregoing "Instructions to Bidders.")

Item No.	Item		Unit Price	Amount
1.	Highway Embankment in Place	2,600,000 cu. yds.		
	For - - - - - - - - - - - - - - - - -	per cu. yd.	$______	$__________
2.	18-inch Corrugated Iron Culvert Pipe, Protected Invert	1,600 lin. ft.		
	For - - - - - - - - - - - - - - - - -	per lin. ft.	$______	$__________
3.	24-inch Corrugated Iron Culvert Pipe, Protected Invert	4,400 lin. ft.		
	For - - - - - - - - - - - - - - - - -	per lin. ft.	$______	$__________
4.	30-inch Corrugated Iron Culvert Pipe, Protected Invert	400 lin. ft.		
	For - - - - - - - - - - - - - - - - -	per lin. ft.	$______	$__________
5.	Culvert Excavation	500 cu. yds.		
	For - - - - - - - - - - - - - - - - -	per cu. yd.	$______	$__________

Total amount of bid $______________

SPECIAL PROVISIONS FOR HIGHWAY EMBANKMENT CONSTRUCTION AND CULVERT PIPE INSTALLATION

TROUTDALE-DODSON SECTION OF COLUMBIA RIVER HIGHWAY

SECTION I. GENERAL PROVISIONS

1-01. Location. - The work to be done under these provisions is located on the south bank of the Columbia River, between Troutdale and Dodson. It is between the river and the Union Pacific railway tracks and is roughly parallel to both.

1-02. Work to be done. - (a) The work to be done consists of the furnishing of all plant, labor and materials, and the performing of all work required to place in highway embankments 2,100,000 or more cubic yards of spoil materials resulting from channel dredging operations which the contractor will perform under a channel dredging contract awarded to him by the U. S. War Department on or about April 15, 1940.
The work includes, also, the furnishing and installing of approximately 7,000 linear feet of pipe culverts to carry drainage water through the embankments.

(b) For purposes of acceptance, the embankments in which the dredged materials are to be placed are divided into sections as follows:

	Approximate Cubic Yards of Embankment
Section A - Highway Stations 615 to 731	1,075,000 to 1,075,000
Section B - Highway Stations 803 to 860	25,000 to 75,000
Section C - Highway Stations 1090 to 1196	400,000 to 650,000
Section D - Highway Stations 1246 to 1350	600,000 to 800,000
	2,100,000 to 2,600,000

1-03. Maps and plans. - The work shall conform to Drawings Nos. 1A-8-25 and 1A-8-26 marked "Proposed Embankment Construction, Troutdale-Dodson Section of Columbia River Highway, November, 1939," which drawings form a part of the specifications. Copies of the above mentioned drawings are filed in the United States Engineer Office at Bonneville, Oregon, and in the office of the Oregon State Highway Commission at Salem, Oregon.

1-04. Quantities. - The quantity of dredged materials to be placed in highway embankments is uncertain as it depends upon the quantity of materials that becomes available from the channel dredging operations. It appears probable that the total quantity will be greater than 2,100,000 cubic yards, but not greater than 2,600,000 cubic yards.

The quantities of culvert pipe and of the pay excavation involved in the installing of the culvert pipe are also uncertain due to uncertainty as to the limits between which new embankments may be constructed. A rough estimate of the quantities that may be required is as follows:

18-inch pipe	1,400 lin. ft.
24-inch pipe	4,150 lin. ft.
30-inch pipe	350 lin. ft.
Culvert excavation	450 cu. yds.

As a basis for the canvassing of bids and for determining the amount of the consideration of the contract, the following quantities will be used:

Highway Embankment in Place	2,600,000 cu. yds.
18-inch Corrugated Iron Culvert Pipe, Protected Invert	1,600 lin. ft.
24-inch Corrugated Iron Culvert Pipe, Protected Invert	4,400 lin. ft.
30-inch Corrugated Iron Culvert Pipe, Protected Invert	400 lin. ft.
Culvert Excavation	500 cu. yds.

The right is reserved to limit the quantities of embankment construction work to 2,600,000 cubic yards.

1-05. Time of completion. - The embankment construction work and culvert installation work shall be completed within the time limit prescribed by the Government for its channel dredging operations, plus any extension of time duly granted under that contract.

1-06. Payments. - Payments for work performed will be made by the Oregon State Highway Commission at the times and in the manner specified in Section 6 of the Oregon State Highway Commission's standard contract form for state highway construction.

SECTION II. CONDUCT OF WORK

2-01. Limitation on performance of work. - The materials to be placed between Station 1246 and Station 1350, shall not be placed until the "rock toe embankments" which are to be constructed on that portion of the project by another contractor are in place and ready to have the dredged embankment materials placed back of them. In case the rock toe embankments are not in place when the contractor is ready to place the dredged materials back of them, the contractor, if he so desires, will be relieved of his obligation to place materials on that portion of the project.

SECTION III. SUPERVISION

3-01. Direction of work. - The work to be done under the contract shall be done under the supervision and direction of the State Highway Engineer of the State of Oregon, as specified in Section 3 of the Oregon State Highway Commission's standard contract form for state highway construction.

SECTION IV. TECHNICAL PROVISIONS APPLICABLE

TO EMBANKMENT CONSTRUCTION AND CULVERT INSTALLATION

4-01. Materials. - The materials to be placed in the highway embankments are to be sand and other materials from the channel dredging operations which are to be performed under a separate contract.

4-02. Extent of embankment construction. - The contractor will be required to construct embankment only to the extent that materials for the construction are obtainable from channel dredging operations performed by him within 7,000 feet of the embankment.

The contractor will be required to complete in its entirety all highway embankment required within the limits of Section A, unless it developes that channel dredging materials available within 7.000 feet of Section A are insufficient to complete the embankment, in which event the contractor shall place on Section A all channel dredging materials available within 7,000 feet of the section.

On Sections B and C, the quantities to be placed shall not be less than the minimum quantities indicated on Drawing No. 1A-8-25.

On Section D, the quantity to be placed shall not be less than the minimum quantity indicated on Drawing No. 1A-8-25, unless the contractor is relieved of his obligation to place materials on that section as specified in foregoing provision 2-01.

4-03. Embankment to be constructed to grade. - All embankment constructed shall be completed to full specified grade and cross-section.

In those sections of embankment (see clause 1-02-b for section limits), for which obtainable materials are insufficient to entirely complete the embankment, the embankment construction shall commence at one end of the section and shall extend as far toward the other end as the obtainable quantities of materials will permit. As far as the embankment extends within the section, it shall be completed to specific grade and cross-section.

4-04. Bulkheads. - Bulkheads required to stop and confine the dredged materials and to enable the construction of the embankments to the cross-sections shown on the plans shall be furnished and placed by the contractor. After the embankments are completed, the bulkheads shall be removed and all bulkhead material burned or otherwise disposed of in an acceptable manner.

4-05. Shaping and finishing. - After the depositing of the dredged materials is completed, the embankments shall be shaped to specified grade and cross-section by means of bulldozers, blade graders and other suitable equipment. All slopes shall be smoothed and made free of noticeable irregularities. The tops of the embankments shall be finished to exact grade and to smooth surface. All portions of embankments not filled to specified cross-section shall be filled to that cross-section.

Limited quantities of excess materials may be left on the slopes provided they are distributed and smoothed so as not to be noticeable.

4-06. Clearing and grubbing. - As a part of the earthwork, the contractor shall perform, without separate or additional compensation, such clearing and grubbing work as may be required in connection with the installing of pipe culverts. No other clearing and grubbing work will be required.

4-07. Embankment at box culvert. - In the placing of embankment materials around the new concrete box culvert which is in place at Station 828, the contractor shall use such means and shall take such precautions as are necessary to avoid injury to the culvert.

In no case shall the embankment on one side of the culvert be built-up more than two feet above the level to which the embankment on the other side of the culvert has been built.

In the event of injury to the culvert, the contractor shall compensate the State Highway Commission for whatever amount it may expend in restoring the culvert to condition satisfactory to the Commission.

4-08. Pay quantities of embankment. - Pay quantities of "Highway Embankment in Place" shall be limited to quantities of embankment in place within the neat lines of specified cross-sections and above the ground elevations existing at the time construction cross-sections are taken, as those quantities are determined by cross-section measurement of the completed embankments. The pay quantities will not include additional quantities required due to subsidence and settlement of the original ground, to settlement of materials within the embankments, or to shrinkage, settlement, washout, slippage or loss, regardless of cause.

Pay quantities will not include quantities placed above or outside of the neat lines of the specified cross-sections, except quantities so placed in compliance with specific order from the engineer accompanied by specific advice that the quantities will be considered pay quantities.

4-09. Pipe culverts. - (a) The culvert pipe to be used in the construction of the pipe culverts called for by the plans (Drawing No. 1A-8-26) shall be corrugated iron culvert pipe with asphalt coating and protected invert. It shall conform in all respects with the State Highway Commission's standard specifications for pipe of that kind as given in Section 52 of the Oregon State Highway Commission's standard contract form for state highway construction.

(b) Only those of the pipe culverts which are within areas on which the contractor constructs embankment are to be installed.

(c) Each culvert shall be installed to the grades and elevations ordered by the engineer and the contractor shall make all and whatever excavations may be necessary to make that possible. The contractor shall, also, do such placing of embankment materials prior to the placing of the culverts as may be necessary to provide support for the culverts at required grade. Culverts through embankments which are retained by "rock toe embankments," will be placed so that the outlet ends of the culverts will be above the top of the rock toe embankment. No excavation into the rock toe embankments will be required. Some of the culverts will require excavation into the existing ground, the total amount of such excavation being estimated at 450 cubic yards.

(d) Filling around and under the culverts shall be done in a manner which will insure uniform bedding and the maximum of freedom from settlement. It shall, also, be so done that there is no crowding of the pipe from established line and grade.

4-10. Payment. - Pay quantities of embankment as hereinbefore defined will be paid for at the price bid per cubic yard for the item "Highway Embankment in Place," it being understood that a cubic yard is a cubic yard as measured in the completed embankment.

Culvert pipe installed will be paid for at the respective prices bid for the respective sizes of "Corrugated Iron Culvert Pipe, Protected Invert," it being understood that all pipe is to have the standard asphalt coating and protected invert.

Such portion of the excavation made for pipe culverts as is made in the original ground (below the surface of the ground before any embankment materials are placed upon it) will be paid for at the price bid per cubic yard for the item "Culvert Excavation." This price shall apply regardless of the nature or condition of the materials excavated.

The prices bid for the corrugated iron pipe items shall be understood to include compensation for all clearing and grubbing work and for all excavating work in materials placed by the contractor (materials above the surface of the original ground). The prices bid for the corrugated iron pipe items shall be understood to include compensation, also, for the furnishing and installing of all required coupling bands or collars.

Payment as above indicated shall be understood to comprise full and complete payment for all materials and all work required to construct embankments and install pipe culverts in accordance with the foregoing specifications, including the portion of the cost of moving the dredged materials from their position in the river bed to the place of their deposit in the highway embankment, which represents cost in addition to that which would have been involved had the dredged materials not been used in highway embankment construction work.

Payment for the dredging of the materials used in the construction of the embankment and for the part of the transportation of those materials which would have been required had the materials been wasted, shall be understood to be included in the payments to be received by the contractor from the U. S. War Department under the channel dredging contract hereinbefore mentioned.

4-11. Acceptance. - As soon as practicable after the completion of a section of highway embankment (see clause 1-02-b hereof), the section will be measured and checked for conformance with specified grades and cross-sections. If deficiencies or objectionable deviations in the work are found, the contractor will be required to correct them. Required additional measurements shall then be made and the work accepted.

The contractor will not be held responsible for settlements, washouts and erosion occuring after measurement and acceptance of the work as above specified.

RECEIVED
APR 12 1940
FOR FILING

FA 248-A,B,C,D

April 11, 1940

Mr. V. H. Lynch
District Engineer
Public Roads Administration
P. O. Box 3900
Portland, Oregon

Dear Sir:

For your use when you are called upon to concur in the award of contract for embankment construction on the Troutdale-Dodson Section, FA 248-A, B, C and D, we are providing the following comparative cost information:

1. Estimated cost under bid of General Construction Co., using spoil from channel dredging operations.

(a) Bid of General Construction Co.:

Embankment Construction	2,600,000	cu. yds.	at $.11	$286,000
Culvert Construction				28,550

(b) Estimate of riprap required in future contracts:

Riprap, Unit A	66,000	cu. yds. at	.75	49,500
" , " B	10,000	" " "	.65	6,500
" , " C	20,000	" " "	.75	15,000
" , " D	35,000	" " "	.30	10,500
				$396,050

2. Estimated cost using dredged borrow:

Dredging and Emb. Constr.	2,600,000	cu. yds.	at $.14	$364,000
Culvert Construction (Same as above)				28,550
Riprap (Same as above)				81,500
				$474,050

3. Estimated cost using borrow from dry pits where available and dredged borrow where material from dry pits is not available:

Sta.	615 - 654	230,000	cu.	yds.	Common	at $	.35	$ 80,500
"	654 - 731	515,000	"	"	Rock*	"	.80	412,000
"	803 - 830	25,000	"	"	Rock*	"	.50	12,500
"	1090 - 1196	600,000	"	"	Dredged M.	"	.14	84,000
"	1246 - 1350	450,000	"	"	Rock*	"	.30	135,000
"	1246 - 1350	300,000	"	"	Dredged M.	"	.14	42,000
								$766,000

*Rock borrow used for reason that no common borrow is available.

The above estimates indicate conclusively that the use of borrow from dry pits is beyond consideration. They indicate, also, that a very material saving can be effected by accepting the bid of the General Construction Co. in preference to contracting for dredged borrow. The saving would probably be greater than indicated, as the recent bidding on channel dredging work leads to the belief that dredged borrow will cost more than 14 cents per yard.

The estimates of cost which we submitted to you on December 12th were based on information which we believed to be reliable. We believe now, however, that those estimates did not make adequate allowance for such items as reduced dredge output when pumping to the higher elevations in the embankment, loss of materials, and extra cost of bulkheading. About nine cents is probably a more reasonable estimate for the cost of the embankment construction work than was the six cents used in the estimate of December 12th. Which of the prices is the nearer correct is not important in this case, however, as the item upon which judgment with reference to the awarding of the contract must be based is the item of saving.

An award to the General Construction Co. on the basis of the bid submitted by it should effect a saving of at least $78,000 and possibly nearer $100,000 over any other possible award or plan for the performance of the work. It is our opinion, therefore, that the bid of the General Construction Co. should be accepted.

Your concurrence in the award of the contract as above indicated will be requested as soon as the War Department's award of its channel dredging contract to the General Construction Co. is approved by the proper federal officials in Washington, D. C.

Very truly yours,

R. H. Baldock
State Highway Engineer

TROUTDALE-ONEONTA SECTION

FEDERAL AID PROJECTS NOS. 24^{R}-A (2), B (1), C (1) and D (1)

(Comparative Estimates of Cost of Hydraulic Excavation Performed under U. S. War Department Contract and under State Contract.)

U. S. War Department Contract (Costs Based on Measurement of Materials in Original Position):

	Excavate and Waste Materials (Per Cubic Yard)	Excavate and Place Materials in Highway Embankment (Per Cubic Yard)
Dredging	$0.0545	$0.0807
Construct Pipe Line Trestles	-	0.0049
Construct Bulkheads	-	0.0039
Shore Work	0.0135	0.0162
Finishing Roadbed & Slopes	-	0.0014
General Overhead	0.0162	0.0162
Profit 15%	0.0126	0.0185
	$0.0968	$0.1418

Difference in Cost to be Paid by State -- $0.0450 per Cubic Yard

Shrinkage Factor - 25%

Estimated Cost per Cubic Yard of Material, Based on Highway Embankment Measurement -- $\frac{\$0.0450}{.75}$ = $0.0600.

State Contract (Costs Based on Measurement of Materials in Highway Embankment, Materials to be Secured from State Borrow Pits):

Dredging- -	$0.0724	per cu. yd.
Trestle for Pipe Lines- -	0.0061	" " "
Bulkheads -	0.0049	" " "
Shore Work- -	0.0202	" " "
Finishing Roadbed and Slopes- - - - - - - - - - - - - - - - - -	0.0017	" " "
General Overhead- -	0.0196	" " "
Profit 15%- -	0.0187	" " "
Estimated Unit Cost- - - - - - - - - - - - -	$0.1436	" " "

FORM No. 1
WAR DEPARTMENT
OFFICE OF THE DISTRICT ENGINEER
BONNEVILLE, OREGON

ADDRESS REPLY TO
THE DISTRICT ENGINEER

U. S. ENGINEER OFFICE
BONNEVILLE, OREGON

REFER TO FILE No. ....

April 10, 1940.

Mr. R. H. Baldock, State Highway Engineer,
Oregon State Highway Commission,
Salem, Oregon.

Dear Sir:

Inclosed herewith are the three bids received for highway embankment construction and culvert pipe installation advertised for your office which were submitted with bids opened in this office April 5 for dredging in Columbia River between Camas, Washington, and Dodson, Oregon. These bids are being turned over to you for disposal in accordance with conversation with your Mr. S. H. Probert who was present at the bid opening.

You are advised recommendation has been made to the Division Engineer, North Pacific Division, Portland, Oregon, that the low bid of General Construction Company of Portland, Oregon for the channel dredging for this office be accepted, and contract for the work be entered into. You will be advised when the contract papers have been executed and approved, in order that you may enter into a contract with this company, if desired, for the work covered by your bid proposal.

It is expected final approval of the contract between General Construction Company and this office will be made about May 15, 1940.

Very truly yours,

R. H. Elliott,
Captain, Corps of Engineers,
District Engineer.

Incls.:
3 bids, in duplicate.

[illegible]

REFERRED TO
Probert
[illegible]

Low bid of General Construction Company filed in "proposal files" in Room 321.
Other two higher bids filed with general bid proposals in general files.

RECEIVED
SEP 9 1940
FOR FILING

ADDRESS REPLY TO
THE DISTRICT ENGINEER

U. S. ENGINEER OFFICE
BONNEVILLE, OREGON

REFER TO FILE NO. ....

FORM NO. 9.21
WAR DEPARTMENT
OFFICE OF THE DISTRICT ENGINEER
BONNEVILLE, OREGON

April 10, 1940.

Mr. R. H. Baldock, State Highway Engineer,
Oregon State Highway Commission,
Salem, Oregon.

Dear Sir:

Inclosed herewith are the three bids received for highway embankment construction and culvert pipe installation advertised for your office which were submitted with bids opened in this office April 5 for dredging in Columbia River between Camas, Washington, and Dodson, Oregon. These bids are being turned over to you for disposal in accordance with conversation with your Mr. S. H. Probert who was present at the bid opening.

You are advised recommendation has been made to the Division Engineer, North Pacific Division, Portland, Oregon, that the low bid of General Construction Company of Portland, Oregon for the channel dredging for this office be accepted, and contract for the work be entered into. You will be advised when the contract papers have been executed and approved, in order that you may enter into a contract with this company, if desired, for the work covered by your bid proposal.

It is expected final approval of the contract between General Construction Company and this office will be made about May 15, 1940.

Very truly yours,

R. H. Elliott,
Captain, Corps of Engineers,
District Engineer.

Incls.:
3 bids, in duplicate.

1 copy of each
proposal handed to
Mr. Glaisyer for proposal
files on May 14, 1940. Swh

File - Troutdale - Dodson Dredging Contract.

COMPARATIVE COST OF BUILDING EMBANKMENTS BETWEEN TROUTDALE AND DODSON ON THE COLUMBIA RIVER HIGHWAY BY ROCK BORROW VERSUS DREDGING.

Using Rock Borrow Exclusively

Station 615 - 731	750,000 cu. yds.	at $0.80	$600,000
" 803 - 830	25,000 " "	" 0.50	12,500
" 1090 - 1196	400,000 " "	" 0.50	200,000
" 1246 - 1350	600,000 " "	" 0.25	150,000
			$962,500

Dredge by General Construction Co.

	2,600,000 cu. yds.	at $0.11	$286,000

Rip Rap:

Unit A	66,000 cu. yds.	" 0.75	49,500
" B	10,000 " "	" 0.65	6,500
" C	20,000 " "	" 0.75	15,000
" D	35,000 " "	" 0.30	10,500
			$367,500

Dredge from Selected Borrow Pits

	2,600,000 cu. yds.	at $0.14	$364,000

Rip Rap:

Unit A	66,000 cu. yds.	at $0.75	49,500
" B	10,000 " "	" 0.65	6,500
" C	20,000 " "	" 0.75	15,000
" D	35,000 " "	" 0.30	10,500
			$445,500

Combination of Earth Borrow, Rock Borrow & Dredge Material

Sta. 615 - 654	230,000 cu. yds.	common at $0.35	$80,500
" 654 - 731	515,000 " "	solid rock at 0.80	412,000
" 803 - 830	25,000 " "	" " " 0.50	12,500
" 1090 - 1196	600,000 " "	dredge at 0.14	84,000
" 1246 - 1350	450,000 " "	solid rock at 0.30	135,000
" 1246 - 1350	300,000 " "	dredge at 0.14	42,000
			$766,000

April 8th, 1940

COLUMBIA RIVER HIGHWAY-TROUTDALE-DODSON SECTION

Comparative Estimated Cost of Hydraulic Embankment and Rock Embankment on the Sections on Which Bids Have Been Received

Section	Estimated Hydraulic Embankment Slope	Cu. Yd.	Estimated Rock Embankment Slope	Cu. Yd.
Sta. 615 - 654	6:1 Both Sides)	1,075,000	1½" Both Sides	226,000
" 654 - 731	3:1 & 6:1)		3:1 & 1½:1	515,000
" 803 - 815	3:1 & 6:1	75,000	3:1 & 1½:1	66,000
" 1096 - 1136	6:1 Both Sides	650,000	1½:1 Both Sides	360,000
" 1246 - 1350	3:1 & 6:1	800,000	3:1 & 1½:1	592,800
		2,600,000		1,759,800

Estimated Cost if Rock Embankment Were Used Instead of Hydraulic Excavation, assuming that a 1½:1 slope would be used except along the sections where rock toe has been constructed which would require the 3:1 slope as originally designed. 60-Foot roadbed.

Section		
Sta. 615 - 731	741,000 cu. yds. at $0.50	$370,500
" 803 - 860	66,000 " " " 0.50	33,000
" 1090 - 1196	360,000 " " " 0.50	180,000
" 1246 - 1350	592,800 " " " 0.25	148,200
	1,759,800 cu. yds.	$731,700

Total Estimated Cost $731,700

Estimated Cost to State Highway for Hydraulic Embankment in Place if Bid From the General Construction Co. is Accepted. Estimate also includes rip rap on the 3:1 slope along river which would be placed under separate contract.

Estimated Cost

2,600,000 cu. yds. hydraulic embankment at $0.11	$286,000
191,000 " " rip rap at $0.60	114,000
Total Estimated Cost	$400,600

Estimated Cost if Hydraulic Excavation was Pumped From Borrow Pits Conveniently Located Along the Highway by Contract. Estimate also includes rip rap on the 3:1 slope along river which would be placed by separate contract.

Estimated Cost

2,600,000 cu. yds. hydraulic embankment at $0.142	$369,200
191,000 " " rip rap at $0.60	114,600
Total Estimated Cost	$483,800

SUMMARY

1.	Estimated Cost if Rock Embankment Were Used	$731,700
2.	" " if Bid By General Construction Co. for Hydraulic Embankment is Accepted	400,600
3.	Estimated Cost if Hydraulic Embankment is Taken from Borrow Pits Conveniently Located along Highway.	483,800

E. H. Clymer
Cost Analyst

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION
DISTRICT ONE

MONTANA
OREGON
WASHINGTON

POST OFFICE BUILDING
PORTLAND, OREGON

March 28, 1940

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

Reference is made to Mr. Probert's letter of December 12, 1939, submitting copies of an estimate for proposed dredging work on Oregon F.A.P. 248-A(2), the Corbett Station-Rooster Rock Section.

The meaning of that letter is not entirely clear, but we believe it was your desire that the project agreement for Section A (2) be drawn to cover the entire distance between the termini of Section A (1). Since all of the papers and plans for A (2) show the termini of this section at stations 802+40 and 860+30, the agreement for Section A (2) can cover only this portion of the project, in accordance with General Administrative Memorandum No. 46.

Very truly yours,

W. H. LYNCH,
District Engineer

RECEIVED
SEP 9 1940
FOR FILING

March 21, 1940

Capt. R. E. M. Des Islets
U. S. Engineers Office
Bonneville, Oregon

Dear Captain Des Islets:

In revising the specifications for the proposed embankment construction work between Troutdale and Dodson, at the time it was found necessary to contract that work separately from your channel dredging work, we overlooked the fact that the separate contracting required the setting-up of a separate set of labor regulations, and that our part of the work would not automaticly be governed by the labor regulations of your contract. We find it necessary, therefore, to arrange for the incorporation in our contract of certain special provisions relating to employment, labor, subcontracting, et cetera, which are regularly required by the Public Roads Administration on projects financed in part with Federal Aid Highway Funds.

To accomplish the purpose indicated, we are sending, under separate cover, a supply of the special provisions referred to (they are in printed booklet form on blue paper), and are requesting that you send a set to each prospective bidder, with advice to the effect that the provisions will be made a part of the contract for the embankment construction work and that bids for that work will be understood to contemplate the performance of the work in accord therewith.

We regret exceedingly that it is necessary to ask you to arrange for this supplementing of our specifications after the plans have been sent out, but we are unable to avoid it. Your cooperation in the matter will be very much appreciated.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

SHP:ER

RECEIVED
SEP 3 - 1940
~~FOR FILING~~
248-a-2

March 21, 1940

Mr. W. H. Lynch
District Engineer
Public Roads Administration
P. O. Box 3900
Portland, Oregon

Dear Sir:

Please note the attached copy of a letter which we are today sending to the U. S. Engineers Department, which letter concerns the Troutdale-Dodson Embankment Construction Project (Projects FA 248-A, B, C and D).

If the arrangement outlined therein does not meet with your approval, please advise at once.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

SHP:ER

Encl.

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
HURON W. CLOUGH, CANYONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM
C. B. McCULLOUGH
ASSISTANT STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

IN REPLY PLEASE
REFER TO FILE NO.

March 21, 1940

Capt. R. E. M. Des Islets
U. S. Engineers Office
Bonneville, Oregon

Dear Captain Des Islets:

In revising the specifications for the proposed embankment construction work between Troutdale and Dodson, at the time it was found necessary to contract that work separately from your channel dredging work, we overlooked the fact that the separate contracting required the setting-up of a separate set of labor regulations, and that our part of the work would not automaticly be governed by the labor regulations of your contract. We find it necessary, therefore, to arrange for the incorporation in our contract of certain special provisions relating to employment, labor, subcontracting, et cetera, which are regularly required by the Public Roads Administration on projects financed in part with Federal Aid Highway Funds.

To accomplish the purpose indicated, we are sending, under separate cover, a supply of the special provisions referred to (they are in printed booklet form on blue paper), and are requesting that you send a set to each prospective bidder, with advice to the effect that the provisions will be made a part of the contract for the embankment construction work and that bids for that work will be understood to contemplate the performance of the work in accord therewith.

We regret exceedingly that it is necessary to ask you to arrange for this supplementing of our specifications after the plans have been sent out, but we are unable to avoid it. Your cooperation in the matter will be very much appreciated.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

SHP:ER

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION
DISTRICT ONE

MONTANA
OREGON
WASHINGTON

POST OFFICE BUILDING
PORTLAND, OREGON

March 20, 1940

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

P.S.& E. documents for Oregon F.A.P. 248-A (2), the Corbett Station-Rooster Rock Section of the Columbia River Highway, have today been recommended for approval. This is your authority to advertise for bids, subject to final review and approval of the plans and specifications by the Commissioner of Public Roads.

Prompt submission of the bid tabulation and agreement estimate will be appreciated.

Very truly yours,

W. H. LYNCH
District Engineer

By

F. E. Andrews
Sr. Highway Engineer

RECEIVED
SEP 3 - 1940
FOR FILING

248-a-2

March 11, 1940

Mr. W. H. Lynch
District Engineer
Public Roads Administration
P. O. Box 3900
Portland, Oregon

Dear Sir:

We are informed by the U. S. Engineers that bids for proposed channel dredging operations in the Columbia River, between Vancouver and Bonneville, are to be received at 3:00 P. M. on April 5th. It, therefore, becomes necessary to promptly complete all details of the P. S. & E. for our Troutdale-Dodson embankment construction project, Projects FA 248-A, B, C and D.

Accordingly, we are submitting herewith the required number of copies of the plans and specifications for the embankment construction work as they are being used by the U. S. Engineers, in connection with the receiving of bids for the dredging operations. Except for some very minor changes in inconsequential details, the plans and specifications to be used are the same as sent to you on January 3rd.

As no change was made in the profile sheet, no copies of that sheet are being submitted. We are, however, sending revised copies of the typical cross-section sheet (sheet No. 2) for projects 248-A, 248-B and 248-C.

On one copy of each revised sheet of the plans and specifications, we have underlined or encircled, with red crayon, the changed portions.

On December 12, 1939, we submitted to you our estimate of the cost of the project; also, analyses of the cost of the work both when performed in conjunction with the channel dredging project and when performed independently of the channel dredging contract. The estimate and analyses referred to are still applicable and may be used as submitted.

It is our understanding that the information which we are sending to you at this time completes the P. S. & E. information required, and that with it in hand you will be able to authorize the call for bids. If any further action on our part is necessary to clear the project for contracting, please advise.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

SHP:ER

Encl.

FORM No. 1
WAR DEPARTMENT
OFFICE OF THE DISTRICT ENGINEER
BONNEVILLE, OREGON

ADDRESS REPLY TO
THE DISTRICT ENGINEER

U. S. ENGINEER OFFICE
BONNEVILLE, OREGON

REFER TO FILE No. ....

March 7, 1940.

REFERRED TO
By Asst. State Highway Engineer

Mr. R. H. Baldock, State Highway Engineer,
Oregon State Highway Commission,
Salem, Oregon.

Dear Sir:

Inclosed herewith for the use of your office are 50 copies of the bid form, specifications, and instructions to bidders, for the disposal of dredged material in your highway fill between Troutdale and Dodson, Oregon, which accompanies our Invitation No. 694-40-153, for dredging operations.

Additional copies of the above papers will be supplied upon your request.

For and in the absence of the District Engineer:

Very truly yours,

R. E. M. Des Islets,
Captain, Corps of Engineers,
Executive Assistant.

Incls.:
50 copies supplemental bid.

RECEIVED
SEP 9 1940
FOR FILING

268-A

February 23, 1940

Captain R. E. M. Des Islets
U. S. Engineers Office
Bonneville, Oregon

Dear Captain Des Islets:

We refer to your letter of February 16th, concerning the plans and specifications for the embankment construction work between Troutdale and Dodson, in which it is proposed to use spoil material from channel dredging operations to be contracted by your office.

Our Mr. Collier's advice to the effect that all rock toe embankments, other than those which are between highway stations 1246 and 1350, are either in place or will be in place before the dredging contractor can be ready to start operations, is correct. Our contractor's present rate of production will complete the work referred to by March 31st.

The plan and profile sheets have been corrected to eliminate the discrepancies mentioned in your letter, and 18 blueprint copies of each sheet as revised are being sent under separate cover.

The copies of plans and specifications on which your revisions were indicated, and which you submitted with your letter of February 16th, are being returned herewith.

Very truly yours,

R. H. Baldock
State Highway Engineer

Encl.

RECEIVED
SEP 9 1940
FOR FILING

248-A-

February 17, 1940

Capt. R. H. Elliott
U. S. Engineers Office
Bonneville, Oregon

Dear Captain Elliott:

It would be of assistance to us in the planning of our construction program for the coming season, if we could be advised as to the approximate time that bids will be called for on the channel dredging work between Vancouver and Bonneville, in conjunction with which it is proposed to have spoil material used in the construction of embankments for the new Columbia River Highway.

If you have found it necessary to make any changes in the plans and specifications submitted for the embankment construction work, we should be advised of them, so that they may be incorporated in the plans and specifications which we are required to submit to the Public Roads Administration in advance of the running of the advertisement for bids.

Very truly yours,

State Highway Engineer

RECEIVED
SEP 9 1940
FOR FILING

RECEIVED
JAN 27 1940
STATE HIGHWAY COMMISSION

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION
DISTRICT ONE

MONTANA
OREGON
WASHINGTON

POST OFFICE BUILDING
PORTLAND, OREGON

January 26, 1940

~~REFERRED TO~~
~~By Asst. State Highway Engineer~~

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

Reference is made to your letter of January 3, 1940, and previous correspondence relative to suggested specifications under which dredged material from the Columbia River would be utilized in highway fills on Federal Aid projects between Troutdale and Dodson.

The proposal now under consideration is for the War Department, in connection with its advertisement for bids for dredging, to ask bidders to submit prices for the embankment construction with the understanding that the Highway Commission may elect to enter into a contract with the successful bidder on the dredging operations to perform the road embankment work with the dredged material, which contract would be separate and distinct from the War Department's contract for dredging the channel of the Columbia River.

The plan is that the War Department will call for bids for its dredging work with provision in the specifications for disposing of the waste material at certain designated areas. Prospective bidders will be requested to submit supplemental bids for the placing of between 2,100,000 and 2,600,000 cubic yards of the dredged material in highway embankment under specifications prepared by the State Highway Commission in lieu of depositing this material in the areas designated by the War Department. Provision would be made also in the supplemental bids for furnishing and installing about 7,000 linear feet of pipe culverts to carry the drainage water through the embankment. The Highway Commission would be free to accept or reject the supplemental proposal of the successful bidder for the dredging work.

The question for consideration is whether Federal Aid highway funds may participate on the basis of the regular pro rata in the highway embankment work in the event the Highway Commission should accept the supplemental proposal of the low bidder on the War Department contract even though such supplemental proposal may be higher than other proposals submitted by unsuccessful bidders on the dredging work. The only theory upon which a proposal of this kind may be considered for Federal Aid highway work is that the dredging contractor in disposing of the spoil would be in a better position to offer much lower prices for the embankment work than other contractors who would be required to obtain the material for the highway fills from other sources. Presumably, it is only

REFERRED TO
Prkbert
By State Highway Engineer

by virtue of the dredging contract that the waste from the channel clearing could be obtained for the embankment. The supplemental bids would not, therefore, afford a proper comparison for determining whether the Highway Commission could construct the embankment more economically under the proposals of the War Department than if independent bids were secured by the Commission. It would seem, therefore, that there should be no objection to the award by the Highway Commission of the embankment contract to the dredging contractor even though the latter's supplemental proposal may be higher than others, provided an affirmative showing is made that by so doing there will be a substantial saving of highway funds.

Our Washington Office is of the opinion that contracts of this kind should not be encouraged. They not only raise difficult questions with respect to the evaluation of bids, but are on the border line of delegation of the functions of the Highway Commission. This case is approved because of the unusual circumstances surrounding it and with the understanding that the record will show definite savings over any other method of award in case the Highway Commission should accept the dredging contractor's supplemental proposal. This record should be furnished with the P.S.& E. papers.

Very truly yours,

W. H. LYNCH
District Engineer

By F E Andrews
F. E. Andrews
Sr. Highway Engineer

RECEIVED
SEP 9 1940
FOR FILING

VB-A-2

January 3, 1940

Capt. R. H. Elliott
U. S. Engineer Office
Bonneville, Oregon

Dear Captain Elliott:

In accordance with General Robins recent telegram concerning the proposed embankment construction work on the Troutdale-Dodson Section of the Columbia River Highway, in which telegram he indicates that it will be agreeable to the War Department for the Highway Commission to contract directly, for the embankment construction work, with the successful bidder for the channel dredging work, we are submitting revised specifications and suggested instructions to bidders, contemplating your receiving supplemental bids for the embankment construction work with the understanding that, if the supplemental bid of the successful bidder is acceptable to the Highway Commission, the successful bidder will enter into a contract with the Commission for the embankment part of the work.

We trust that these revised specifications and provisions will be found to be acceptable and that you will be able to receive bids for us on that basis.

A copy of General Robin's telegram is being enclosed for your information, in case you did not receive a copy.

Very truly yours,

R. H. Baldock
State Highway Engineer

Encl.

C
O
P
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R & H

X

Office, C. of E.

Charge: C. C. of E.

December 29, 1939.

MR. J. M. DEVERS,
ATTORNEY, OREGON STATE HIGHWAY COMMISSION,
SALEM, OREGON.

REURLET TWENTYSECOND THIS OFFICE UNABLE TO APPROVE PROCEDURE SUGGESTED BY YOU STOP BEFORE GOVERNMENT CONTRACT CAN BE MADE FOR PLACING DREDGED MATERIAL ON HIGHWAY FULL MONEY TO COVER ADDITIONAL COST MUST BE ACTUALLY PAID OVER IN ADVANCE BY THE STATE STOP THERE IS NO OBJECTION TO HIGHWAY COMMISSION MAKING OWN ARRANGEMENTS WITH SUCCESSFUL BIDDER ON WORK OF DREDGING CHANNEL TO DEPOSIT SPOIL IN HIGHWAY FILL AND SUCH PROCEDURE SEEMS TO BE THE ONLY ONE PRACTICABLE.

ROBINS, ACTING.

500

MISSIONERS
NRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
HURON W. CLOUGH, CANYONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM
C. B. McCULLOUGH
ASSISTANT STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

January 3, 1940

IN REPLY PLEASE
REFER TO FILE NO.

Capt. R. H. Elliott
U. S. Engineer Office
Bonneville, Oregon

Dear Captain Elliott:

In accordance with General Robins recent telegram concerning the proposed embankment construction work on the Troutdale-Dodson Section of the Columbia River Highway, in which telegram he indicates that it will be agreeable to the War Department for the Highway Commission to contract directly, for the embankment construction work, with the successful bidder for the channel dredging work, we are submitting revised specifications and suggested instructions to bidders, contemplating your receiving supplemental bids for the embankment construction work with the understanding that, if the supplemental bid of the successful bidder is acceptable to the Highway Commission, the successful bidder will enter into a contract with the Commission for the embankment part of the work.

We trust that these revised specifications and provisions will be found to be acceptable and that you will be able to receive bids for us on that basis.

A copy of General Robin's telegram is being enclosed for your information, in case you did not receive a copy.

Very truly yours,

R. H. Baldock
State Highway Engineer

Encl.

MISSIONERS
NRY F. CABELL, CHAIRMAN, PORTLAND
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R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM
C. B. McCULLOUGH
ASSISTANT STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

IN REPLY PLEASE
REFER TO FILE NO.

January 3, 1940

Capt. R. H. Elliott
U. S. Engineer Office
Bonneville, Oregon

Dear Captain Elliott:

In accordance with General Robins recent telegram concerning the proposed embankment construction work on the Troutdale-Dodson Section of the Columbia River Highway, in which telegram he indicates that it will be agreeable to the War Department for the Highway Commission to contract directly, for the embankment construction work, with the successful bidder for the channel dredging work, we are submitting revised specifications and suggested instructions to bidders, contemplating your receiving supplemental bids for the embankment construction work with the understanding that, if the supplemental bid of the successful bidder is acceptable to the Highway Commission, the successful bidder will enter into a contract with the Commission for the embankment part of the work.

We trust that these revised specifications and provisions will be found to be acceptable and that you will be able to receive bids for us on that basis.

A copy of General Robin's telegram is being enclosed for your information, in case you did not receive a copy.

Very truly yours,

R. H. Baldock
State Highway Engineer

Encl.

COPY

R & H

X

Office, C. of E.

Charge: C. C. of E.

December 29, 1939.

MR. J. M. DEVERS,
ATTORNEY, OREGON STATE HIGHWAY COMMISSION,
SALEM, OREGON.

REURLET TWENTYSECOND THIS OFFICE UNABLE TO APPROVE PROCEDURE SUGGESTED BY YOU STOP BEFORE GOVERNMENT CONTRACT CAN BE MADE FOR PLACING DREDGED MATERIAL ON HIGHWAY FULL MONEY TO COVER ADDITIONAL COST MUST BE ACTUALLY PAID OVER IN ADVANCE BY THE STATE STOP THERE IS NO OBJECTION TO HIGHWAY COMMISSION MAKING OWN ARRANGEMENTS WITH SUCCESSFUL BIDDER ON WORK OF DREDGING CHANNEL TO DEPOSIT SPOIL IN HIGHWAY FILL AND SUCH PROCEDURE SEEMS TO BE THE ONLY ONE PRACTICABLE.

ROBINS, ACTING.

[illegible]6-4-[illegible]

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SEP [illegible] 1940
FOR FILING

Captain R. E. M. Des Islets
Military Assistant
District Engineer
Corps of Engineers
Bonneville, Oregon

Dec. 1939

Dear Sir:

I am rather humiliated in replying to your letter of December 12 in reference to the proposed draft of the agreement between the State and the Government covering the proposed disposal of dredged materials in contemplated highway embankments between Troutdale and Dodson, as I have learned at this late date that the Highway Commission is without authority to make the advance payments called for by Section 2-a of the agreement.

In my letter to Captain R. H. Elliott under date of October 31, I stated that, subsequent to the opening of bids and prior to the awarding of the contract, the Commission would deposit with the War Department funds sufficient to cover the cost of the work if the Highway Commission elected to accept the bid for the embankment construction work. I further suggested that the agreement follow, in its provisions, your agreement No. W694eng.-120, entered into in 1936 between the War Department and the Highway Commission relating to the construction of a joint roadbed for the railroad and highway near Eagle Creek, which agreement included an arrangement for payment identical to my suggestion. I find, however, that the War Department did not request the advance payment which the agreement called for, so the matter of legality did not come to the test of actual payment.

I asked our attorney to review the new contract agreement which you prepared, and he, in turn, submitted it to Mr. I. H. Van Winkle, the State's Attorney General, and it was his opinion that an advancing of funds such as the agreement calls for is not authorized by the laws under which the State Highway Commission operates. In other words, it is the opinion of Mr. Van Winkle, Attorney General, that the proposed obligation with respect to advance payment of money is one which the Commission is without authority to assume.

I hesitate to ask you to make any modification or change, because I know that it makes extra work for you and will require a review of the plans and specifications which you already have sent to Washington. I am, however, anxious to save the public money in the construction of the highway provided it can be done without any additional cost to the War Department. I am, therefore, proposing that an arrangement be made whereby the contractor will look to the State of Oregon for payment for the embankment construction work. Our Attorney suggests that this might be accomplished in either one of two ways, as follows:

1. By requiring the contractor to enter into a supplementary contract with the Highway Commission in which the Highway Commission obligates itself to make direct payment to him for the work which he does for it.
2. By having the State Treasurer set aside in a separate fund a sufficient amount of money to pay for the work and to make payments to the contractor from that fund on vouchers submitted by the War Department bearing the approval of the State Highway Engineer and the State Highway Commission.

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SEP 9 1940
FOR FILING

[illegible]

November 30, 1939

U. S. Engineer Department
Bonneville, Oregon

Attention: Mr. Paul B. Thompkins

Gentlemen:

At the request made through our Division Engineer E. A. Collier, we are sending herewith four copies of suggested special provisions for embankment construction between Troutdale and Dodson. Also, under separate cover, we are sending four prints each of the two plan and profile sheets for that work.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

SHP:ME

Encl.

November 25, 1939

Capt. R. H. Elliott
U. S. Engineer Office
Bonneville, Oregon

Dear Sir:

We refer to previous correspondence with reference to specifications and plans for the highway embankment construction work proposed to be done for us in connection with channel dredging work in the Columbia River between Vancouver and Bonneville, and with particular reference to our letter of November 15th, submitting plans and suggested specifications.

As we have found it necessary to make some minor changes in the provisions and quantities relating to pipe culvert installation, we are submitting herewith four revised copies of the suggested specifications. In one of these copies, we have indicated, by means of red crayon, the paragraphs which have been changed. All other paragraphs are exactly as first submitted.

We are sending, under separate cover, two prints of the second of the two plan sheets to which reference is made in the third paragraph of our letter of November 15th.

As soon as you have developed the plans and specifications to the point where you will know to what extent, if any, you will wish to vary from the plans and specifications which we have supplied, kindly advise us so that we can carry to completion the arrangements which we are making with the Public Roads Administration. Also, please let us know, when you can, the approximate date on which bids will be received.

If we can be of further assistance in preparing or revising plans, or in supplying prints, we will be glad to do so.

Very truly yours,

R. H. Baldock
State Highway Engineer

Encl.

FCR

248-A-2

December 12, 1939

Mr. W. H. Lynch
District Engineer
Public Roads Administration
P. O. Box 3900
Portland, Oregon

Dear Sir:

Herewith are enclosed seven copies of estimate to accompany plans for the hydraulic embankment to be constructed by the U. S. War Department between Stations 802+40 and 860+30 on the Corbett Station-Rooster Rock Section, Project No. FA 248-A (2). The small scale map included with the plans show the proposed work between Stations 803+00 and 860+00, but it seems desirable to conform the work to the station description of the grading work done under the previous state contract. This procedure appears desirable since the quantity of embankment material to be placed is indefinite and a later estimate will no doubt be required to conform to the work actually done.

Five blueprint sets of plans are being sent under separate cover.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/ER

Encl.

Oregon State Highway Department   Federal Aid Project No. 24B-A (2)

CORBETT STATION-ROOSTER ROCK SECTION
OF THE COLUMBIA RIVER HIGHWAY IN MULTNOMAH COUNTY

(Estimate to accompany plans and specifications. Not as basis for project agreement.)

Salem, Oregon, December 14, 1939

Hydraulic Embankment (Sta. 802+40 to 860+39)
(Work to Be Performed Under U. S. War Department Contract)
(Estimated Prices)

75,000	cu. yds.	Highway Embankment in Place	$ .06	$ 4,500.00
			Subtotal	$ 4,500.00
			10% Engr. & Cont.	450.00
			Total	$ 4,950.00

Length 1.096 miles
Cost per mile $ 4,516.42

Federal Aid Funds- -	$ 2,970.00
State Funds- -	1,980.00
	$ 4,950.00

Oregon State Highway Department — Federal Aid Project No. 248-A (2)

CORBETT STATION-ROOSTER ROCK SECTION
OF THE COLUMBIA RIVER HIGHWAY IN MULTNOMAH COUNTY

(Estimate to accompany plans and specifications. Not as basis for project agreement.)

Salem, Oregon, December 12, 1939

Hydraulic Embankment (Sta. 802+40 to 860+30)
(Work to be Performed Under U. S. War Department Contract)
(Estimated Prices)

25,000	cu. yds.	Hydraulic Embankment	$ .06	$ 1,500.00
			Subtotal	$ 1,500.00
			10% Engr. & Cont.	150.00
			Total	$ 1,650.00

Length	1.096 miles
Cost per mile	$ 1,505.47

Federal Aid Funds- -	$ 990.00
State Funds- -	660.00
	$ 1,650.00

Oregon State Highway Department　　　　Federal Aid Project No. 248-A (2)

CORBETT STATION-ROOSTER ROCK SECTION
OF THE COLUMBIA RIVER HIGHWAY IN MULTNOMAH COUNTY

(Estimate to accompany plans and specifications. Not as basis for project agreement.)

Salem, Oregon, December 12, 1939

Hydraulic Embankment (Sta. 802+40 to 860+30)
(Work to be Performed Under U. S. War Department Contract)
(Estimated Prices)

75 000 25,000 cu. yds.	Highway Embankment in Place [illegible] ~~Hydraulic~~ Embankment	$ .06	$ ~~1,500.00~~
	Subtotal		$ ~~1,500.00~~
	10% Engr. & Cont.		150.00
	Total		$ 1,650.00

Length　1.096 miles
Cost per mile　$ 1,505.47

Federal Aid Funds- -	$ 990.00
State Funds- -	660.00
	$ 1,650.00

RECEIVED
SEP 9 1940
FOR FILING

November 15, 1939

Capt. R. H. Elliott
U. S. Engineer Office
Bonneville, Oregon

Dear Sir:

We submit herewith suggested specifications for the embankment construction and culvert installation work which we are asking you to include, on an optional basis, as a part of the contract which you are planning to let for channel dredging work in the Columbia River between Vancouver and Bonneville.

Our thought is that you can include specifications for this work along with your specifications for the channel dredging work and ask the bidders to bid on it as an extra item which you can include in the contract, or not, as may be determined at the time the contract is awarded. The bid on the channel dredging work would be complete in itself, and the bid for the embankment construction and culvert installation work would be a bid for only the additional work which the embankment construction and culvert installation work would entail. After the bids are received, the Highway Commission can determine whether or not it will wish to go ahead with the work at the prices offered by the contractor who is low bidder for the channel dredging work.

The specifications as written contemplate that the bidders will be supplied with two sheets of plans applicable to the embankment construction work. One of these sheets is being sent to you herewith. The other, which shows a 400-foot scale profile of the highway embankment, will be forwarded to you in a day or two. We will be glad to re-work these plan sheets in any way you may suggest, and will supply you with whatever number of prints you may require.

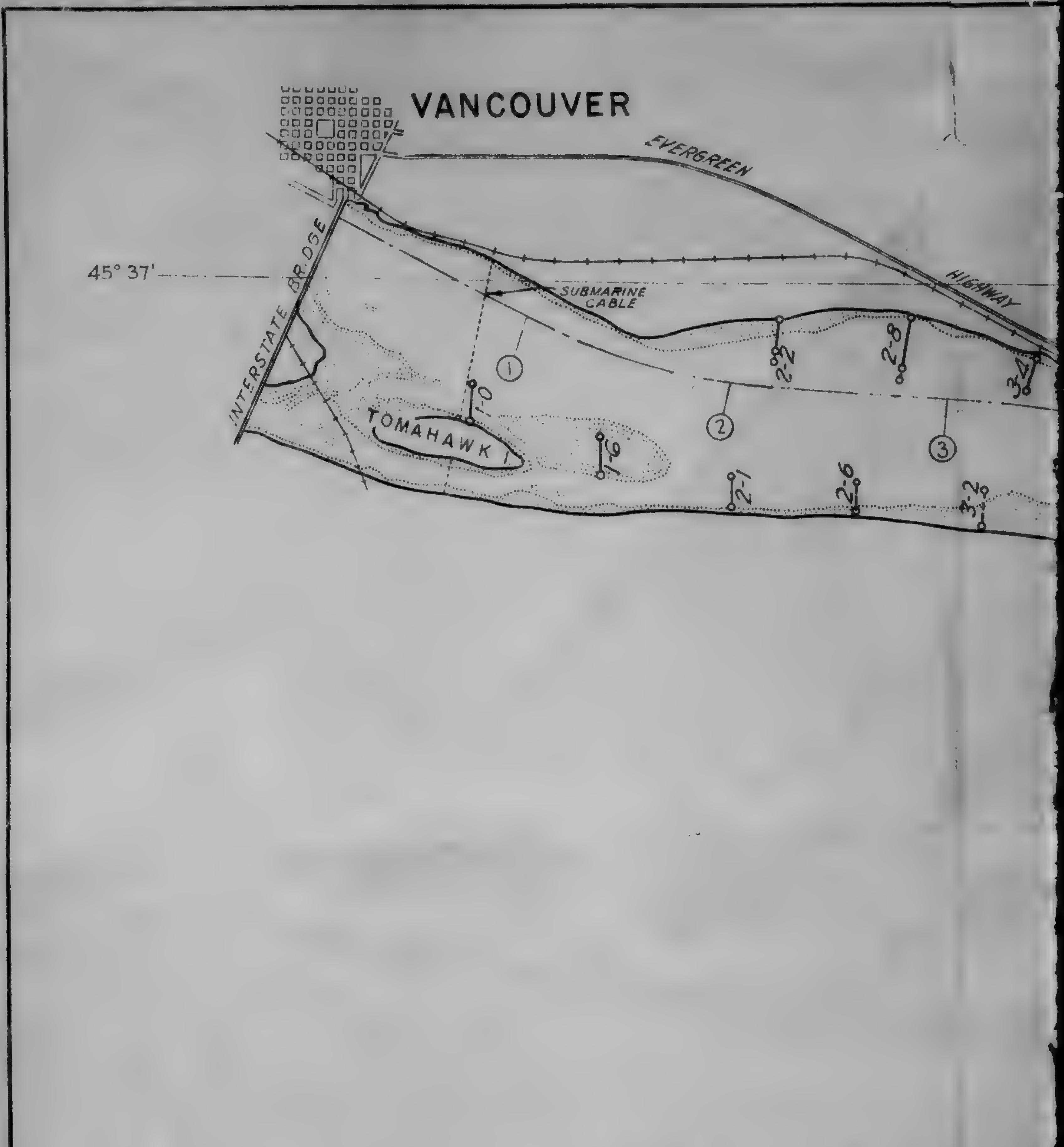
When the plans and specifications are completed, it will be necessary that we have five copies for the Public Roads Administration and two copies for ourselves.

Very truly yours,

R. H. Baldock
State Highway Engineer

Encl.

WAR DEPARTMENT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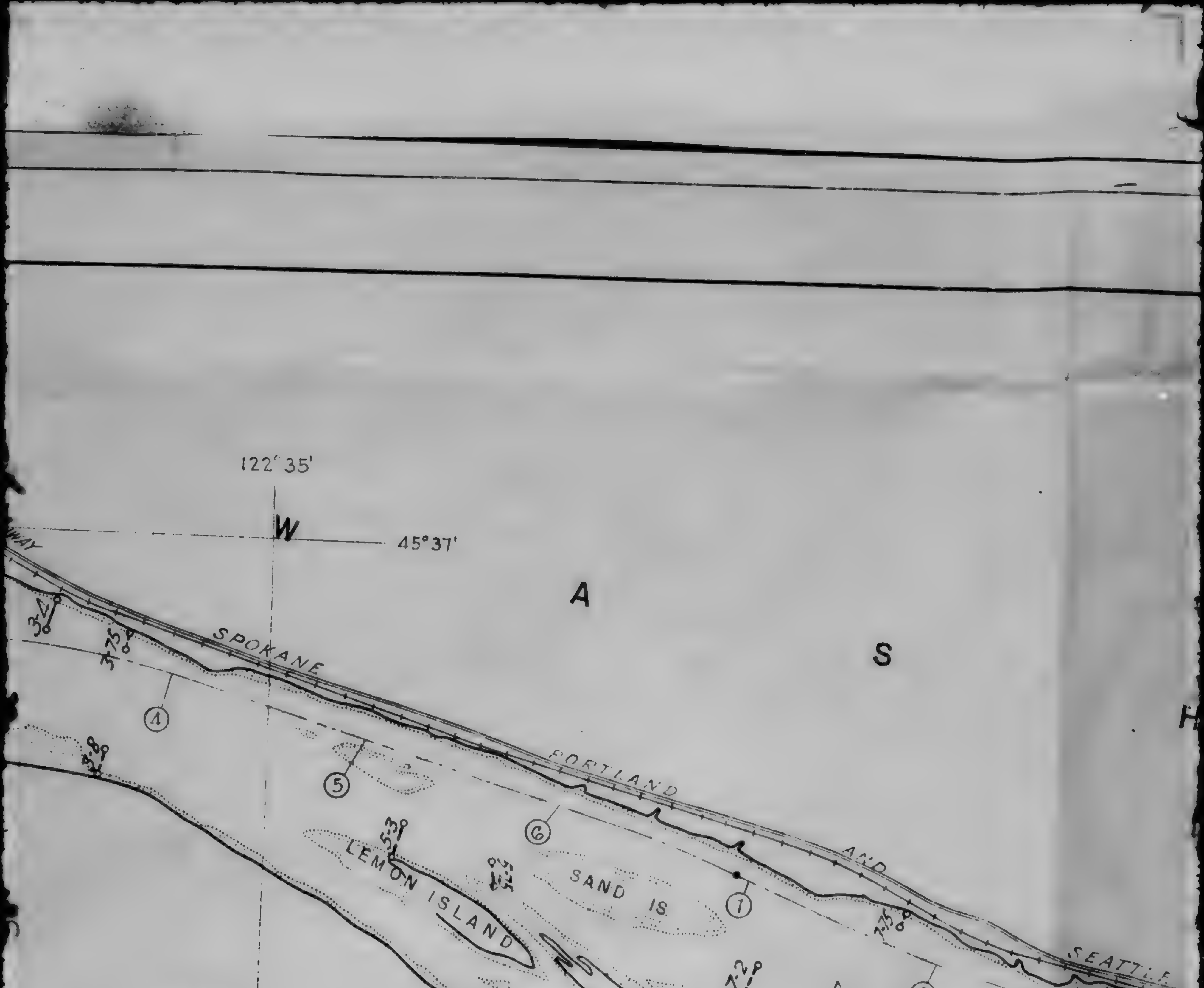
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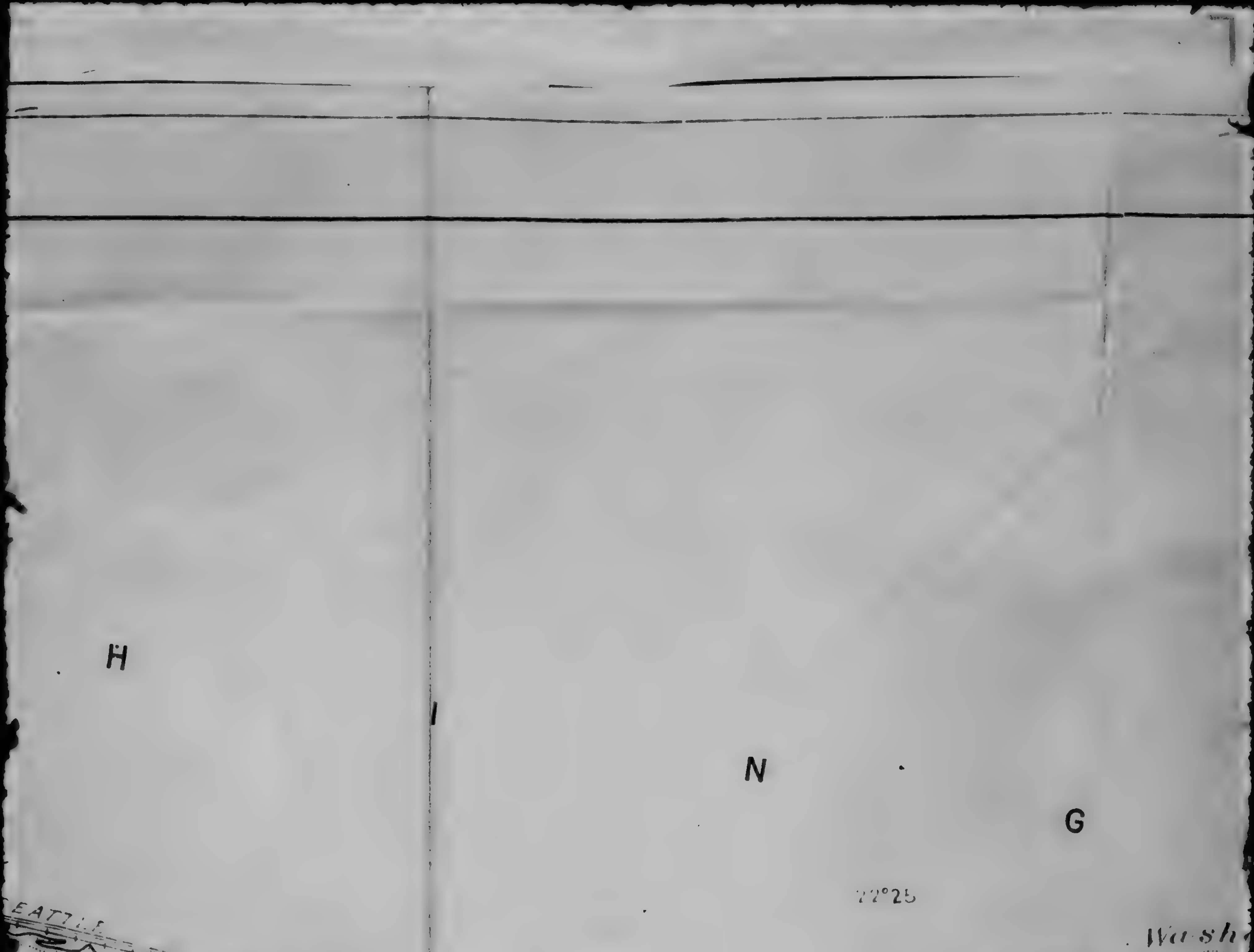
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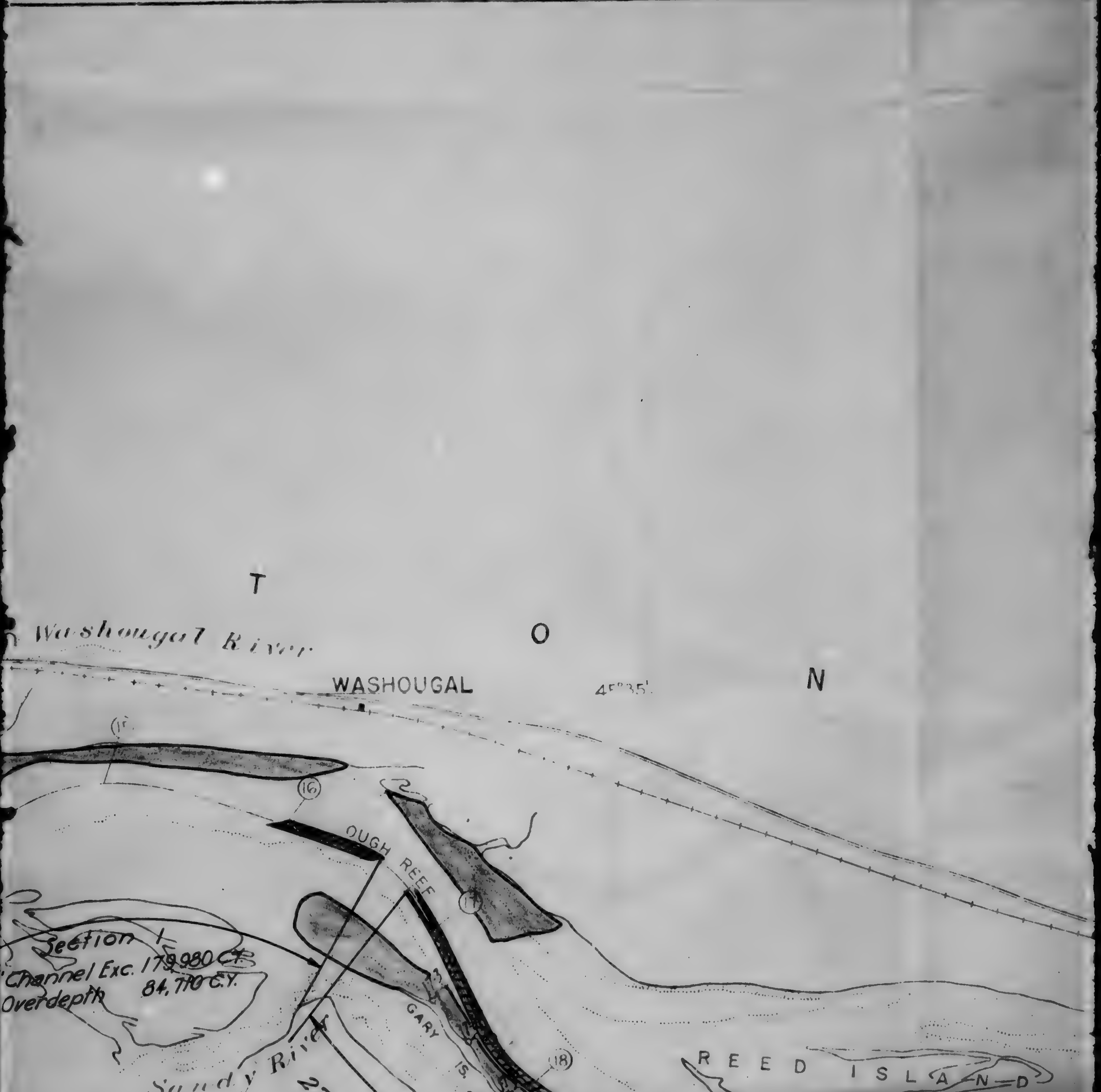
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CORPS OF ENGINEERS, U. S. ARMY

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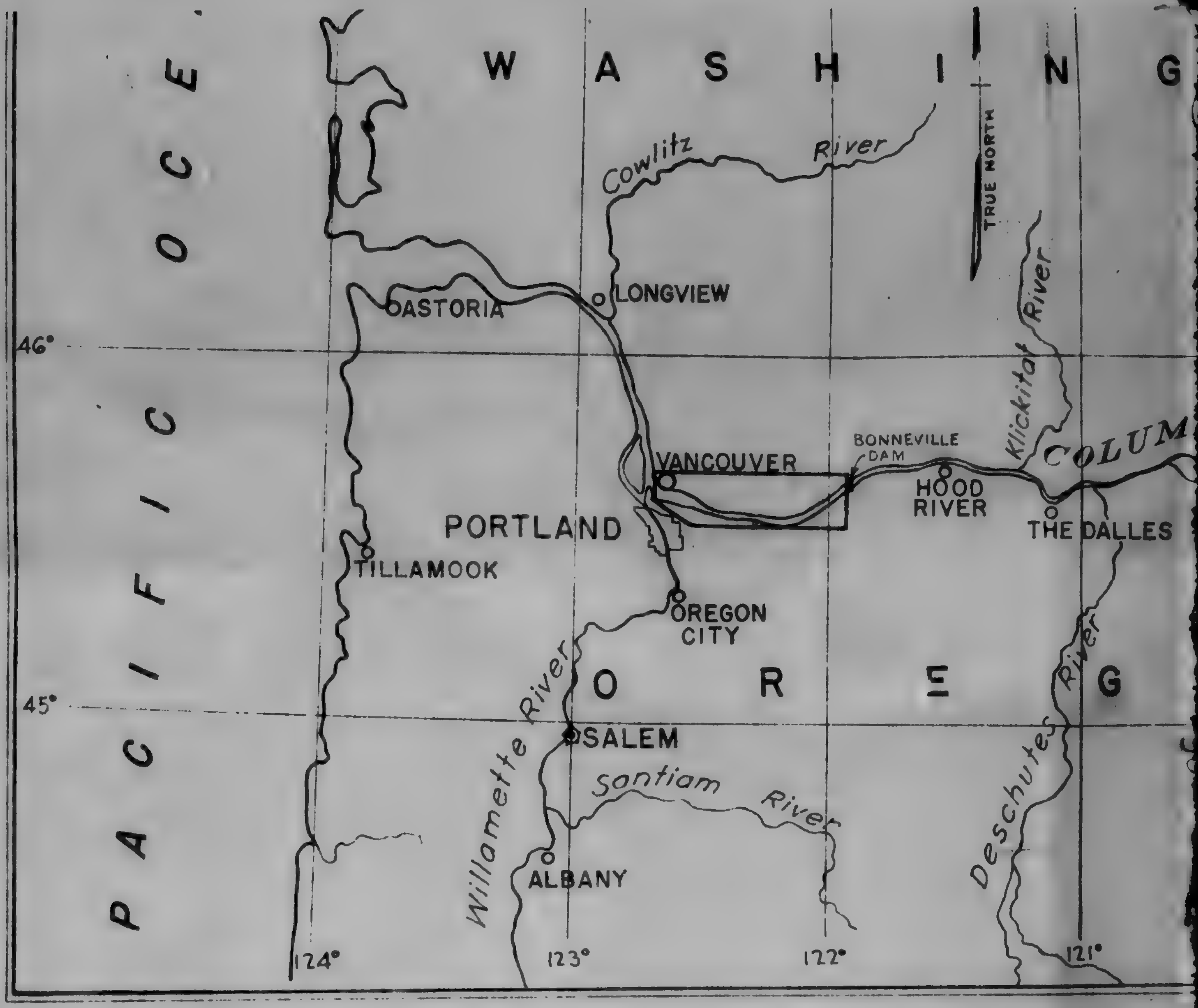
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LONGVIEW
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Klickitat River
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PORTLAND
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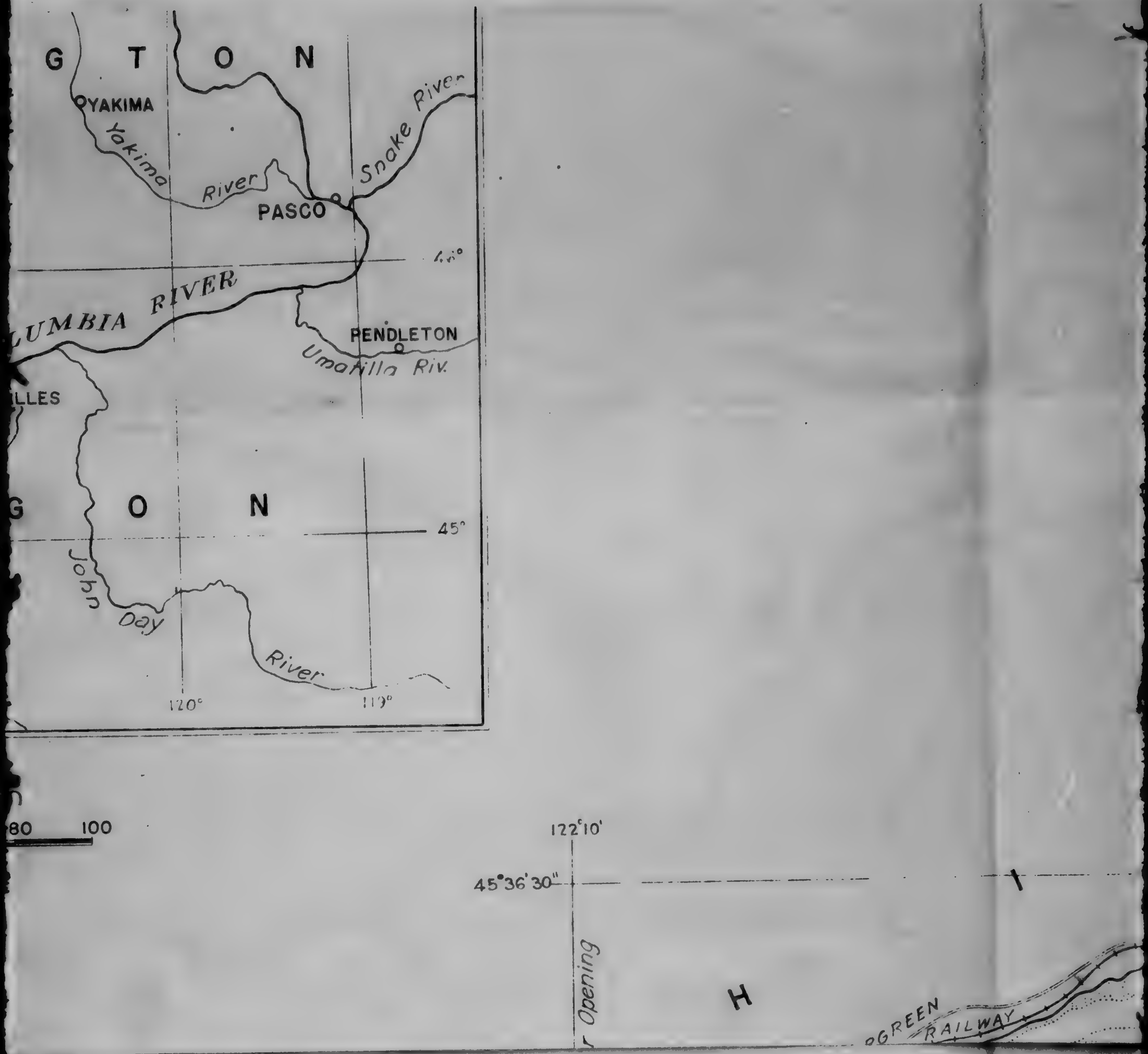
VICINITY MAP

SCALE OF MILES

10 0 20 40 60 80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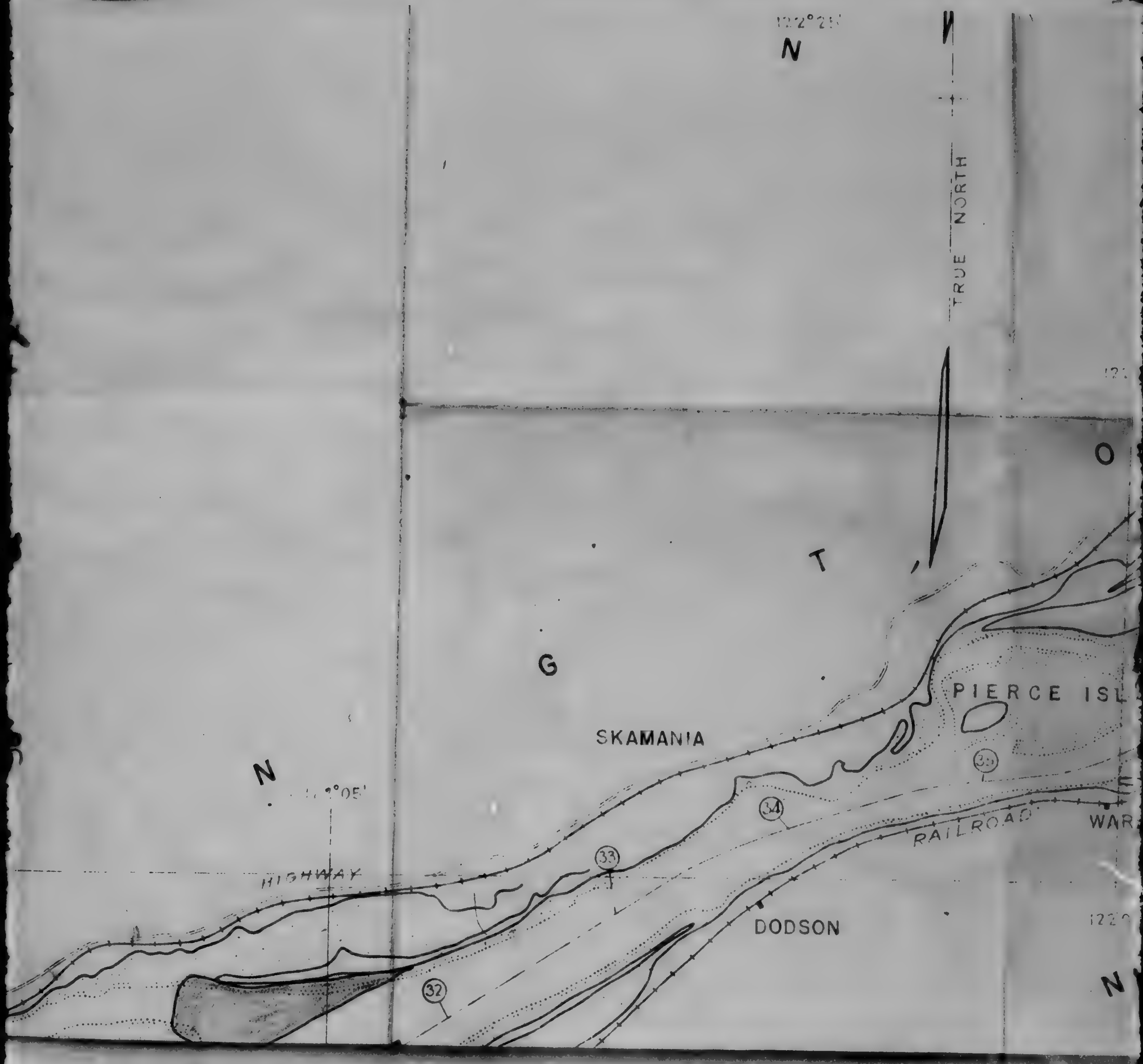
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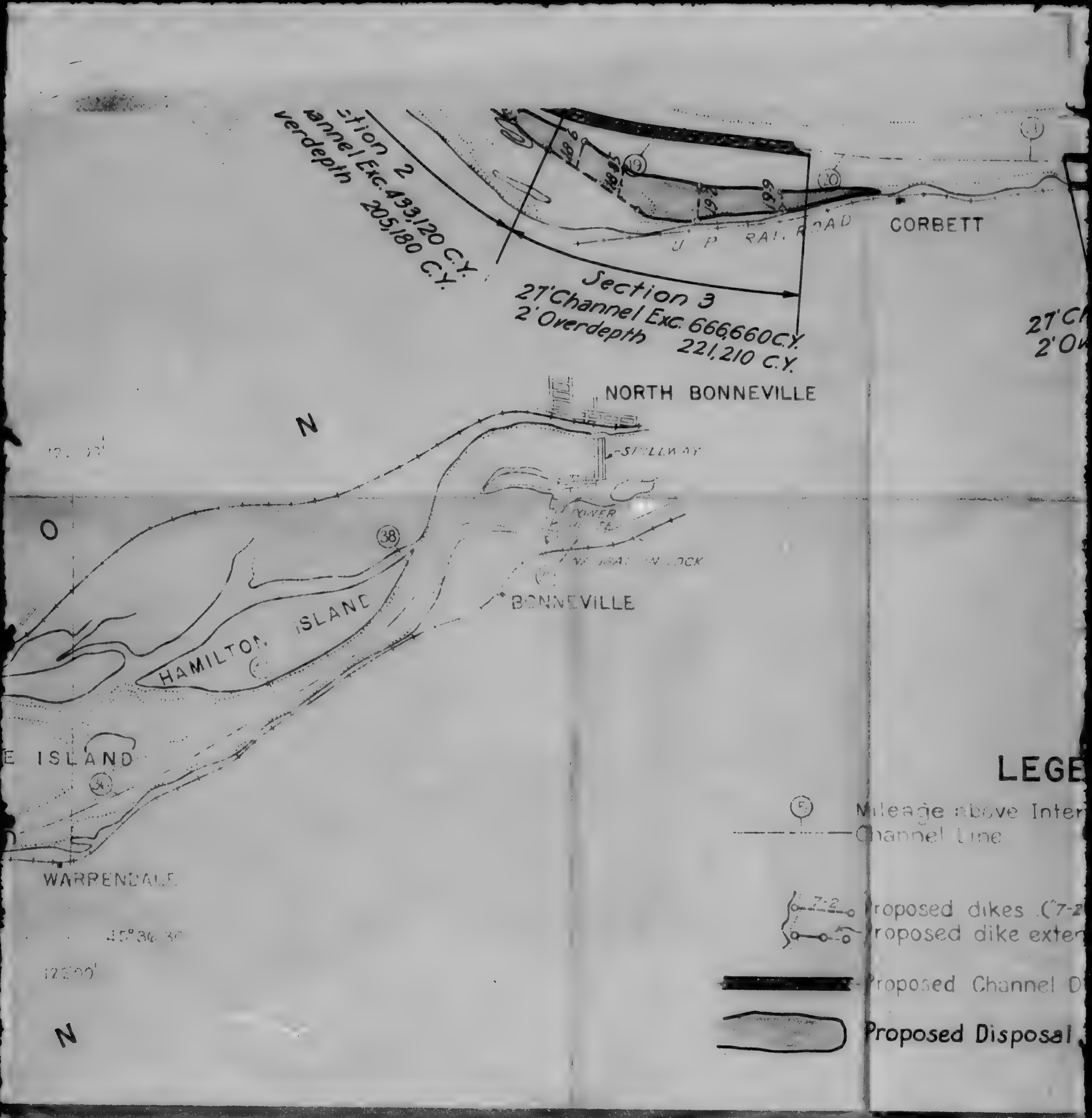

ction 2
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Section 3
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U P RAILROAD
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POWER HOUSE
NAVIGATION LOCK
BONNEVILLE
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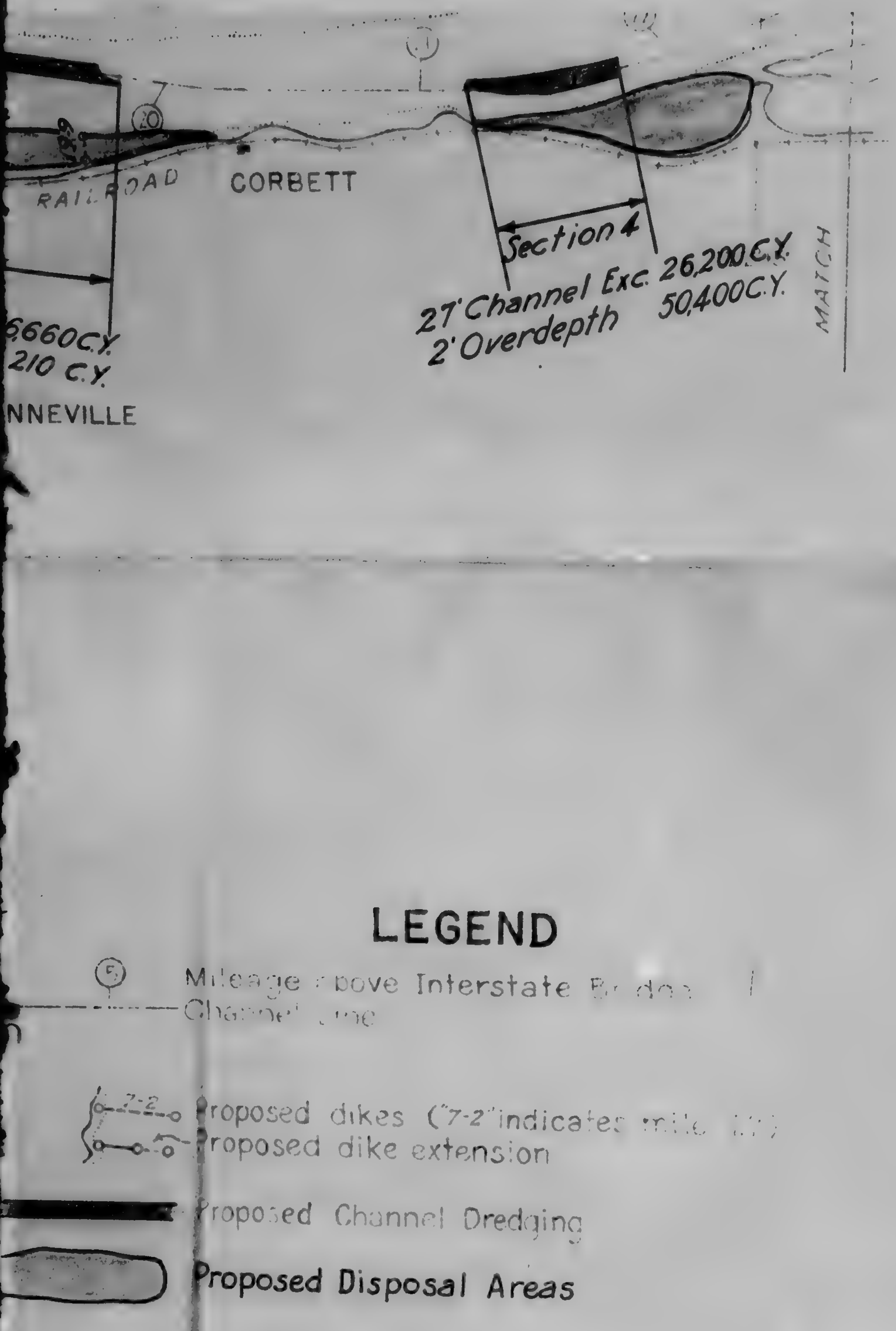
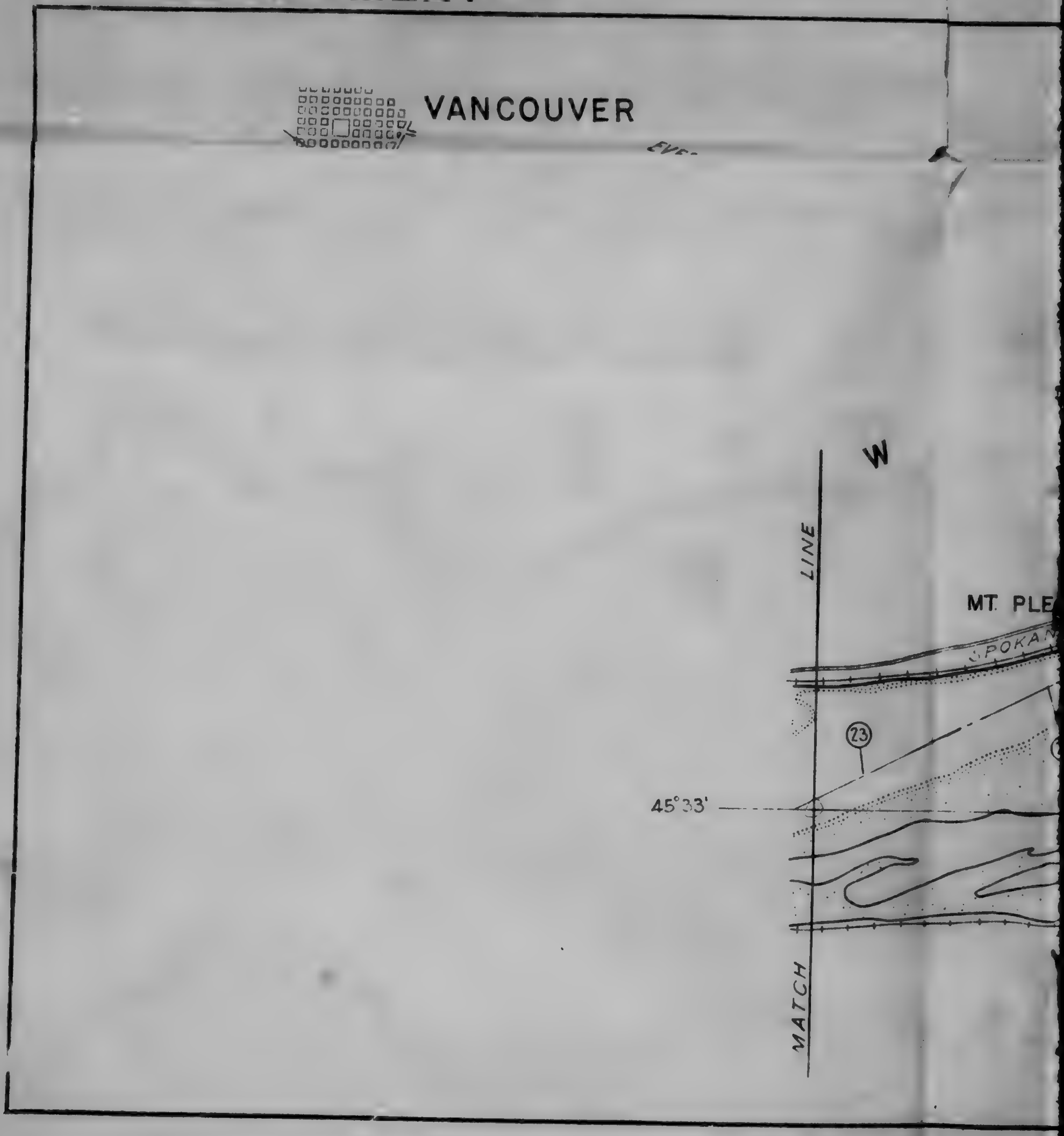
Channel Line
Proposed dikes (7-2
Proposed dike exten
Proposed Channel
Proposed Disposal

RAILROAD
CORBETT
Section 4
27' Channel Exc. 26,200 C.Y.
2' Overdepth 50,400 C.Y.
MATCH
6,660 C.Y.
210 C.Y.
NNEVILLE
LEGEND
Mileage above Interstate Bridge
Channel Line
7-2
Proposed dikes ("7-2" indicates mile 7.2)
Proposed dike extension
Proposed Channel Dredging
Proposed Disposal Areas

WAR DEPARTMENT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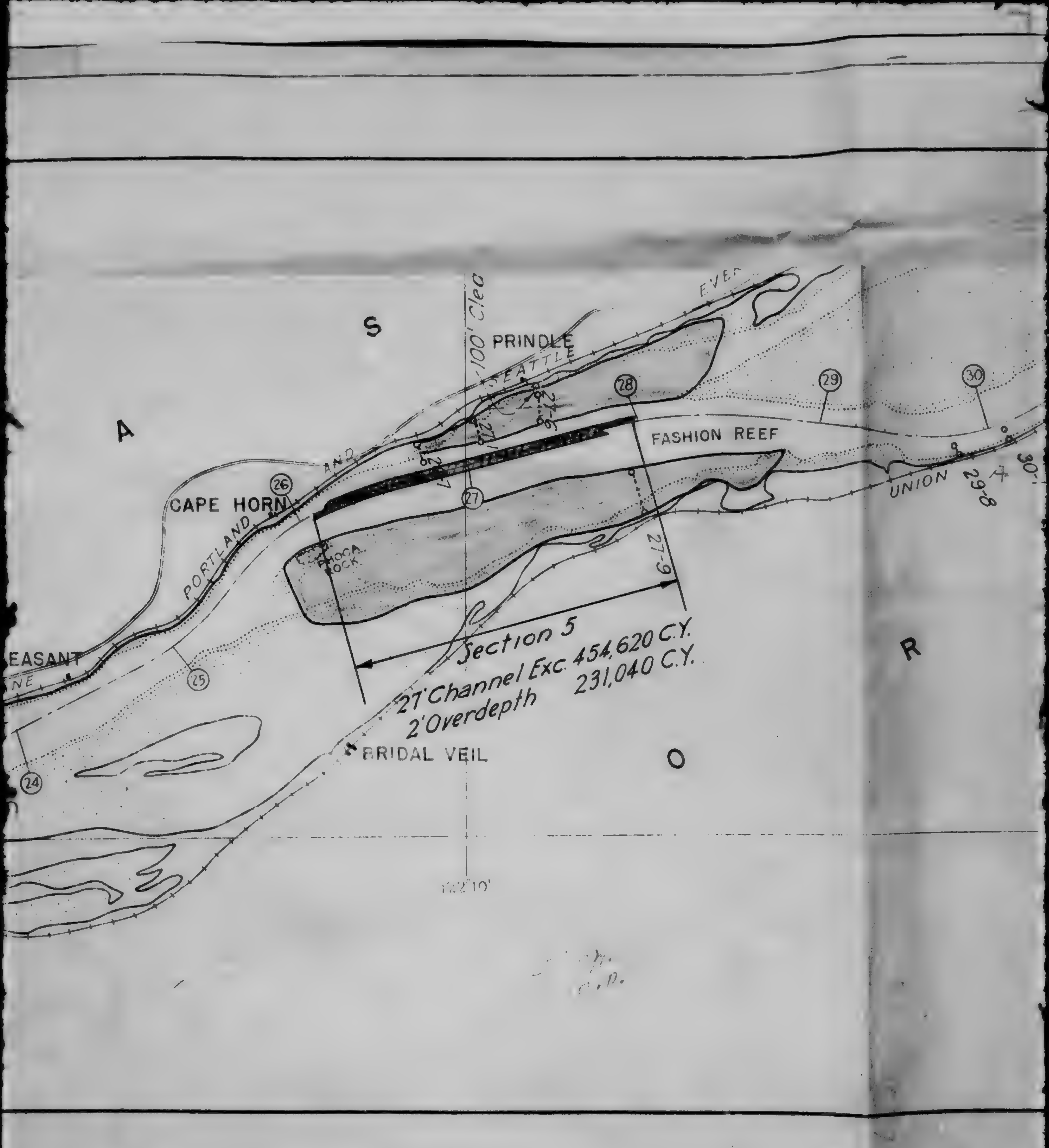
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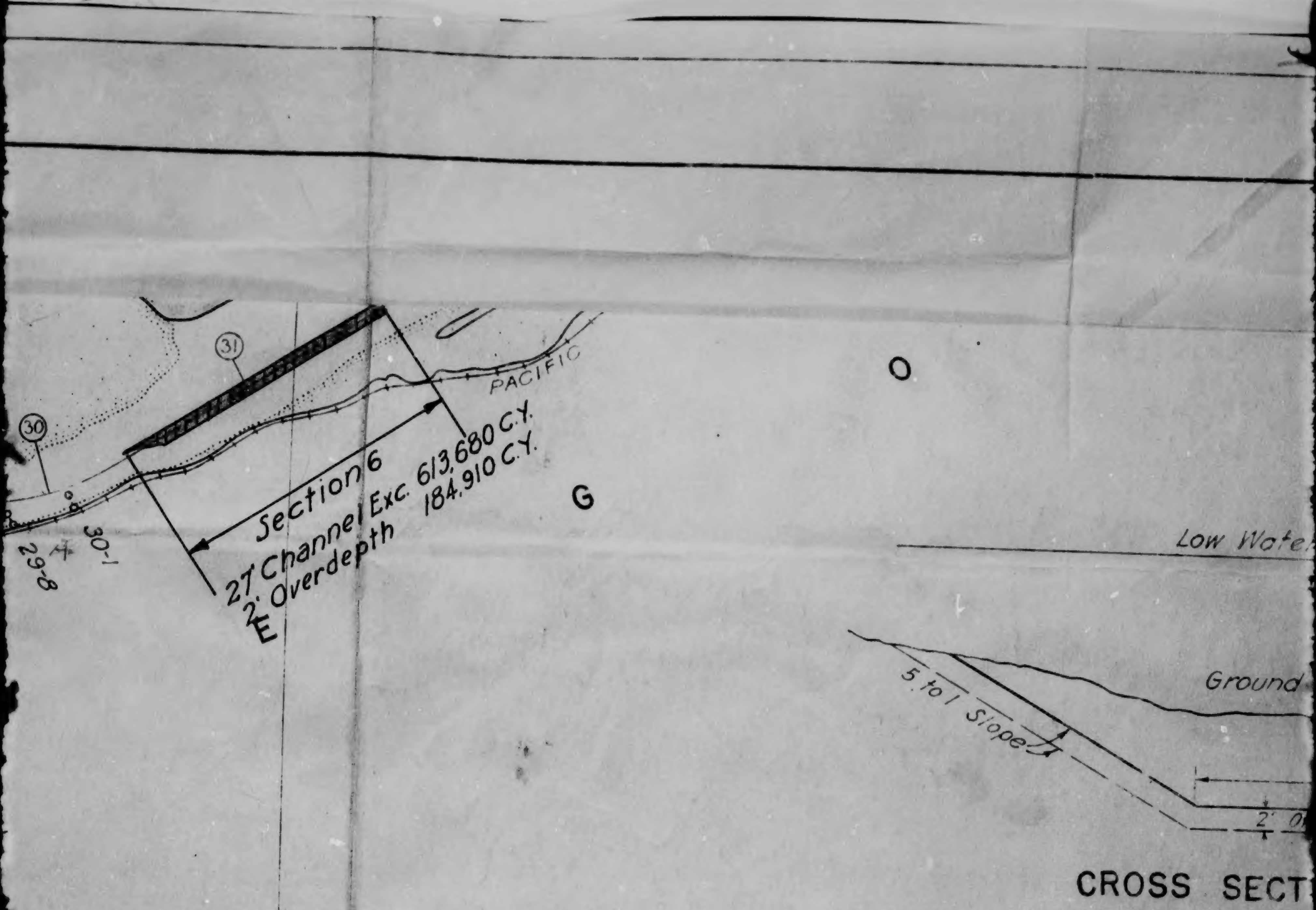
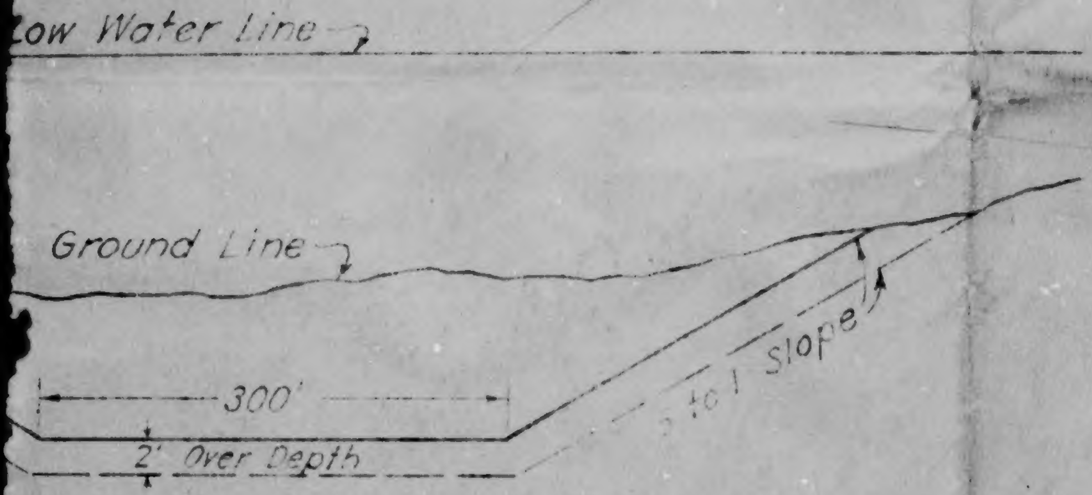
AND
PORTLAND
CAPE HORN
26
27
28
29
30
FASHION REEF
UNION
29-8
30'
27-7
27-9
PHOCA ROCK
Section 5
27' Channel Exc. 454,620 C.Y.
2' Overdepth 231,040 C.Y.
EASANT
NE
25
24
BRIDAL VEIL
R
O
122°10'


31
30
Section 6
27' Channel Exc. 613,680 C.Y.
2' Overdepth 184,910 C.Y.
PACIFIC
O
G
E
30-1
29-8
45°33'
122°05'
Low Wate
Ground
5 to 1 Slope
2' O
CROSS SECT
NOT T

CORPS OF


Low Water Line
Ground Line
300'
2' Over Depth
3 to 1 Slope

S SECTION OF CHANNEL
NOT TO SCALE

To accompany and form part of specifications
No. 694- dated

CO
C

DIKE LOC
A

4000 0

U. S. ENGINEER OFFICE, B

SUBMITTED.

B. E. Torpen
PRINCIPA

SURVE DRAWN

TRACED BY M. J. V. CHECKED

CORPS OF ENGINEERS, U. S. ARMY

COLUMBIA RIVER

OREGON - WASHINGTON

BONNEVILLE

DIKE LOCATIONS, DREDGING AREAS,
AND SHIP CHANNEL

SCALE 1:40,000

SCALE OF FEET

4000 0 4000 8000 12000

cations

U. S. ENGINEER OFFICE, BONNEVILLE, OREGON.

SUBMITTED: APPROVED:

PRINCIPAL ENGINEER CAPTAIN, CORPS OF ENGINEERS

SURVEYED BY DRAWN BY [illegible] & H.A.S.

TRACED BY M. U. V. CHECKED

STATE OF OREGON

MICROFILMED PUBLIC RECORD

(In accordance with the provisions of ORS 192.040 through 192.070)

Name of Agency: Oregon Dept. of Transportation

Title of Record Series: Construction Contracts

Arrangement of Records: By Contract Number

Index:

INDEXING: Begins with: Contract # 2259 Ends with: Contract # 2320

FLASH CARDS: Begins every Contract

Remarks:

Reel No. 35 Reduction Ratio 21:1 Project No.

Camera: Name Bell & Howell Model File Master Film Recordak fine Grain film 745

CAMERA OPERATOR'S CERTIFICATE

Certification: I hereby certify that I have on this 19 day of May, 19 80 photographed the documents appearing on this roll of film, that they are true copies of documents, found in the record file described above, and that the integrity of the above described record file has been maintained on the film by microfilming each document in the exact order in which it was found in the file - with the exception, if any, of documents omitted because of technical difficulties and/or by error, as indicated on the film in the cross-reference notes or retake certificate.

I hereby further certify that the microfilm on which these documents are recorded was procured as permanent film of the slow burning cellulose ester or polyester type known as safety photographic film, conforming to applicable standards of the American National Standards Institute; and that the processing conforms to the standards for permanent film; and that samples of film processed by this service are periodically tested.

Signature Scott G. Rhoden